



# MANUFACTURERS' RECORD.

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## Manufacturers' Record.

RICHARD H. EDMONDS, President.  
THOMAS P. GRASTY, Vice-President.

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BALTIMORE, DECEMBER 4, 1902.

### COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week.

For the first issue in the month we should receive copy by Friday Morning of the week preceding.

It is proposed to hold a convention of the Alabama Good Roads Association during the coming session of the State legislature. Good roads are a practical and profitable subject for the legislature to handle.

### PROSPERITY.

Faint hearts ought to take half a day off from work and worry and read carefully the financial supplement of the New York Commercial Advertiser of last Saturday. It is devoted to comprehensive reviews, with analytical tables, of the industrial growth of the United States in comparison with conditions in Great Britain, France and Germany, and dealing especially with railways, industrial corporations, banking and trust companies, the iron industry, coal, copper and textile trades, agricultural products, raw cotton, petroleum and sugar production and consumption. The figures are typical of comparative gains in the last five years, and, as compiled by the Commercial Advertiser, show increases in bank and trust-company deposits \$4,000,000,000, or \$1,000,000,000 more than the gain in twenty-three years before 1897; in bank clearings \$61,000,000,000, or \$59,000,000,000 more than the gain in eleven years before; in money in circulation \$600,000,000, as much as the whole gain of eighteen years before; in production 8,000,000,000 tons, equal to the gain in twenty-eight years before; in production of coal 1,000,000,000 tons, equal to the gain of seventeen years before, and in freight carried one mile by railways 52,000,000,000 tons, more than the gain in fourteen years before. The Commercial Advertiser carefully traces the cause of this prosperity to the firm establishment of confidence five years ago, surveys its effects, and confidently asserts that return to anything like the conditions of 1897 is certainly impossible after the achievements here recorded. Such seems to be the judgment

of other far-seeing observers able to extend their vision beyond their immediate localities.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 68, 69 and 70.

### COLONIZING THE SOUTHWEST.

With the selection of Capt. James W. Steele to be the colonization commissioner, the railroads identified with the recently-organized movement for the colonization of the Southwest may be said to have made a definite and an auspicious beginning of the vastly important work proposed. Adequate offices for the colonization agency of the Southwestern lines, as the headquarters will be termed, have been secured in the most eligible part of the business district of St. Louis, and at the time of Captain Steele's appointment it was announced that the headquarters would be opened for business December 1.

The Manufacturers' Record recently reviewed at length the plans and purposes of the Southwestern railroads in inaugurating this new enterprise, and pointed out the great benefits which must result to the section involved—Oklahoma, Indian Territory, Arkansas, Texas, as well as parts of Missouri, Kansas, Louisiana and New Mexico.

That the work more fully acquainting the world with the great variety of resources this section contains may well be intrusted to the hands of Captain Steele, assurance is given by the experience and capacities of the new commissioner, as well as by the great esteem in which he is held by all the railroads connected with the movement. Captain Steele knows the Southwest as few men do. He has been connected with railroad publications for a number of years, and it is to him no change of scene or divorce of sympathies when he takes hold of this larger field of activity. In the earlier days of Kansas Captain Steele was a member of a brilliant coterie of young men, among them the late Senator Ingalls, who gave fame to the transitory Kansas Magazine, and ever since those days Captain Steele's pen has been employed in attractively presenting various phases of life in the great West.

Having been long identified as well with the practical work of interesting and locating immigrants, it would seem that Captain Steele is exceptionally qualified to execute the very ambitious plans of the Southwestern railroads, and that, backed up by the enthusiasm and liberality of his principals, a notable success cannot fail of achievement.

### FOR AID TO EDUCATION.

The board of education of Atlanta recently suggested legislation permitting a vote on a proposition to issue \$100,000 of bonds for the erection of new school buildings. The yearly appropriation made by the council for the

public schools is not sufficient to conduct them, and it is authoritatively stated that they are overrun and that the bond issue was the only means of meeting the emergency. Subsequently an arrangement was made for an appropriation of \$50,000 for the schools in lieu of a bond issue. But the bond issue is probably one of the best means of meeting the increasing demands in the South for better school facilities. It practically places the cost of the schools upon the generation which will be principally benefited by them, and removes the slightest excuse for receiving charity from outside, however sugar-coated such a policy may be. It also gives opportunity for philanthropy that does not sap independence. Men who wish to aid Southern education may invest in the bonds.

### SOUTHERN PROGRAM OF THE AMERICAN FEDERATION OF LABOR.

It is the purpose of the American Federation of Labor to organize the South more thoroughly. It was not necessary for that fact to be announced from New Orleans after the adjournment of the Federation convention there. It was obvious in the selection of New Orleans as the place for holding the convention. It was manifest in the strenuous efforts made in the convention to give the impression that the Federation stands for conservatism. The American Federation of Labor must be judged not only by what it says for publication, but by what it does, and even the acts which it seeks to emphasize for publicity among the superficial must be weighed against its acts which, notwithstanding ponderous generalities, reveal the real intent or tendency of the organization.

After it was all over the impression made even upon such an alert newspaper as the New Orleans Times-Democrat by talks with the leaders was that "the conservative element of the organization never for an instant allowed the untrained or the radical element to gain control of the body," and that there was "decision not to allow the use of the Federation of Labor as a political machine," and that it refused "to recommend radically socialistic resolutions." In support of that impression are interviews with two or three leaders.

President Gompers asserted that "the delegates who were not representative of the general thought of the vast body of American laboring men never succeeded in securing the endorsement of the body."

Vice-President Duncan thought that the decisions of the convention "will stand as an exemplification of the will of the American workingman for many years," and he was gratified "to know that the Federation would remain an economic body, and not be turned into a political machine."

Secretary Morrison said that "the Federation of Labor would not undertake to tell any man he must cast his vote for any certain candidate."

All of them sought sedulously to disabuse the public mind of any belief that socialism or any other form of radicalism could possibly prevail in the Federation. All of which is very smooth wording and very soft speaking. But what are the facts?

In the first place, the delegates to the convention could hardly have been considered representative of the general thought of the vast body of American laboring men. They by no means represented that body. They represented not more than 10 per cent. of the wage-earners of the country, to say nothing of other productive workers with brain or other energy, and it would be a sad day for American workingmen and for all other American citizens should some of the ideas given the endorsement of the convention be representative of the general thought of the vast body of American laboring men or pass for good judgment and conservatism. Not only were acts of the convention and sentiments reinforcing them of a decidedly radical character, but there was a deliberate stand taken in favor of political action, disguise it however earnestly as the leaders might try. Of course, such barefaced socialism as the proposition to pension certain classes of men after the age of sixty years was turned down, even if by a slight majority. So, too, there is a suspicion of straw about the action upon the proposition made by one delegate. It was as follows:

Whereas, capital being the product of the past labor of all the toilers of the human race, and as wages can never be regarded as the full equivalent for labor performed, and that it is the mission of the trades-unions to protect the wage-earners against oppression and to fully secure the toilers' disenthralment from every species of injustice; therefore, be it

Resolved, That this twenty-second annual convention of the American Federation of Labor advise the working people to organize their economic and political power to secure for labor the full equivalent of its toil and the overthrow of the wage system, and establishing an industrial co-operative democracy.

Very readily and very easily, upon suggestion, the words "the overthrow of the wage system and establishing an industrial co-operative democracy" and the word "political" were eliminated from the proposition, so easily, indeed, that it is not surprising that the whole thing went by the board by a vote of 4344 in favor of it to 4744 against it. It would never do for the American Federation to stand flat-footed for socialism. That would drive from it its really conservative members, its affiliated bodies that believe in standing by contracts and in other honest and sensible policies, its dependence for any sort of recognition from the masses of the American people. At the same time the elements who furnish their proportion of the sinews of war and much of the enthusiasm in propaganda must be given a little leeway, enough to let them feel their strength, but not enough to work a revulsion in public opinion, somewhat upon the same principle as the incorporation in the platform of the New York democracy of David B. Hill's

plank for government ownership of anthracite coal mines.

Granted that the formal votes upon socialistic propositions represented the real convictions, not as to expediency, but as to principle, of the majority of the Federation, where in the world are the grounds for the statement that the untrained or the radical element was never allowed for an instant to gain control of the convention, or for the plausible caution on the part of the reviewing officers?

Surely nothing could have been more radical and reactionary than the denunciation with misdirection in phrase, led by President Gompers and crystallized into a resolution, of the speech of President Eliot of Harvard University in defense of men willing to take places vacated by strikers. This speech was designated as "an uncalled for and intolerant attack upon the trades-union creed." But the resolution, with its references to traitors, Judas Iscariot and Benedict Arnold, failed to recognize that a vast majority of wage-earners owe no allegiance to the trades-union creed, and that the right of free speech about any subject and the right of the individual to work when and how he pleases within lawful limits are still fundamentals of American thought, whatever the attitude of the American Federation of Labor, with its foreign-born leadership and its alien theories and practices, may be. Orators of the American Federation of Labor, however deeply they may regret that others have the constitutional right to indulge in freedom of speech in favor of policies opposed by them are the very last persons who should undertake to make an attack upon that constitutional right. They would be the first to suffer should any effort be made, upon the plea of conservatism and of public peace and safety, to limit in the slightest degree that right.

Nor was good judgment or conservatism displayed in the treatment by the convention of the question of injunction by the courts.

In the course of the proceedings on November 20 President Gompers, according to the New Orleans Times-Democrat, before appointing a committee to seek the early hearing of an injunction now standing against a freight handlers' union in New Orleans, said "that the union in question should meet in spite of the injunction, if every court in the country upheld the mandate of the judge." Two days afterward injunction was made a feature of a report to the Federation. Strong objection was made to the sentence in the report, "We are not opposed to the use of the injunction for the protection of property or for the enforcement of law." Vice-President Duncan was among the objectors, and when a member of the committee said "that the position of the committee was that they did not oppose the injunction as a means of protection to property or the enforcement of the law," and that "he was not opposed to it to prevent men from destroying property," the Pica-yune says "there was very forcible dissent to this from a number of members, including President Gompers, to which the member of the committee replied, 'You may cry down the law on platforms, but it is of no use; correct the evils specifically.' Finally the words so objectionable to the Federation were withdrawn. This action had a direct bearing upon the anti-injunction bill now before Congress and supported by the Federation and its president. Such activity, as well as its urging of

the bill for the extension of the eight-hour law in government work to sub-contractors, is a denial of the assertion that the Federation is not to be turned into a political machine. It has already been turned, and its methods in that field are indicated by the recommendation to the Federation by one of its committee that the names of senators and representatives voting against the anti-injunction measure before Congress be preserved by the Federation's committee at Washington and "be sent to all local and central bodies of laboring men, and that efforts be made to secure remedial legislation." The purport of that is obvious. It is the boycott applied to politics—the boycott which is always a confession of lack of manly power resting upon numbers, and a boycott which ought to affect but slightly senators who have had ample opportunity at Washington to appraise accurately representatives of the Federation or other labor bodies. Yet this conservative and judicial convention was advised to force newspapers to publish boycott circulars. Politics was revealed, too, in the statement of President Gompers regarding the Federation's eight-hour bill before Congress that the manufacturers and other business men of the country arrayed against it realize that "with the enactment of our eight-hour law its influence would be to extend and more generally apply the eight-hour workday to all labor in our own and in all other countries."

Spokesmen for the American Federation of Labor may think that its convention was not radical and that it is a law-abiding and conservative body, free from interference with politics. But its official attitude toward the anti-injunction and the eight-hour bills, toward "child-labor" legislation in the Southern States, toward Chinese exclusion and toward the upbuilding of the American merchant marine and the construction of the Nicaragua canal prove that it is very much in politics of the most far-reaching sort, and that it is revolutionary in more ways than one.

Yet it expects the South, still influenced by American principles, to support it in its attacks upon the courts and its assaults upon the right of free speech and upon the personal right of individuals to work as they may please. It asks the Americanism of the South to support the pernicious principle that the small minority shall rule, not through superior brain power, compelling or leading inferior intellects, but through such fraud as has been manifested in the inspiration through the Federation of the onslaught upon Southern cotton mills, and through such force, of which mere animals would be ashamed, as that accompanying the war of the United Mine Workers in Pennsylvania—a force exerted in the dark and striking in the back, the force of the boycott.

#### THANKSGIVING IN GEORGIA.

The people of Georgia had good reason for observing Thanksgiving Day. The occurrence of the holiday put a block upon the wheels of an effort to drag through the legislature a measure which, if successful, would menace the social welfare of the people of Georgia. In the early days of the session Mr. C. C. Houston, a labor leader of Atlanta, introduced into the lower house of the legislature a child-labor bill, practically the same as had been defeated in two preceding legislatures. A few days later Mr. Houston, with a fine display of heroics, demanded that the bill be

taken from the committee on labor and referred to the committee on education, as he claimed to have discovered that a majority of the committee on labor, of which he was chairman, was opposed to the bill. He also resigned from the committee on labor. This action was characterized by the Mobile Register as a "short road to defeat the lobby" against the bill. But the lobby in favor of it was undiminished in strength and apparently determined to put the thing through with a snap, which was rather an indication that the strength was not very great. Meetings in favor of the bill were held at a "smoker" presided over by the State organizer of the American Federation of Labor, and before a small audience one night under the auspices of the Georgia State Sociological Society.

The principal speakers at this latter meeting were the principal advocates of the bill before the committee on education, which allowed six hours in all for a hearing upon one of the most vital experiments that has ever been attempted in Georgia. At the conclusion of the hearing the committee resolved in about five minutes to report the bill favorably. The attempt was made to create the impression that the committee was unanimous in its support of the measure. One headline read absurdly, "voted for unanimously by majority of educational committee." A dispatch from Atlanta alluded to "the unanimous recommendation of the education committee to report the child-labor bill favorably." When the bill was reported one Atlanta paper recorded the fact, with no reference to a lack of unanimity in the committee, and the other referred to "a unanimous favorable report after a full and free hearing," while a message was received by the American Federation of Labor in convention at New Orleans that the legislature had passed the bill. This was probably a misunderstanding, for

on the eve of the day set for a vote on the bill, Samuel Gompers, president of the Federation of Labor, who credited to the work of the Federation officers the creation of a sentiment in the South against "child labor," was waiting at Birmingham for a message from Atlanta.

As a matter of fact, the report of the committee on education was not unanimous. Thirteen members of the committee united in a minority report which, utterly disregarding arguments for or against the measure based upon the ridiculous use of statistics, but with a glance at the outside origins of the agitation, went to the heart of the matter as follows:

We are satisfied that if this bill becomes a law it will commit the State of Georgia to an unwise and unsound policy and result in other paternal and undesirable legislation in the shape of amendments and additions, which will ultimately embrace every interest in the State, including farm labor.

It is no wonder, therefore, that the author of the bill, when it was reported, asked that it be made the special order of the day for November 26 and that the previous question on it be called at 11.30 o'clock. That would have allowed about one hour and twenty minutes for a discussion of the bill before the house. The haste desired was hardly indicative of confidence in their strength on the part of the supporters of the bill, and it is not regrettable that the women and school children who packed the galleries in anticipation of a "spirited debate"—to last eighty minutes—were not permitted to witness such a travesty of legislation, for there were not enough members of the legislature present to give a constitutional majority for or against the bill, and it was tabled. It ought to remain on the table forever in fate exemplary for any similar measure coming under the alien influence which has dominated this agitation against the Southern cotton mills and their employees.

## THE BUSINESS SIDE OF A POLITICAL QUESTION

The Anti-Trust Question Not a Sound Political Issue for Either Party—Judge William Lindsay's Views.

By THOMAS P. GRASTY.

[Written for the Manufacturers' Record.]

If, while William Lindsay of Kentucky was a member of the United States Senate, a vote had been taken for the senator most signally endowed with what is known as "the judicial mind," it is likely that he would have got a majority on both sides of the chamber. It is also generally admitted that if Judge Lindsay had practiced just a little bit of insincerity when the free-silver craze was on, as certain distinguished gentlemen did with unblushing boldness, he could have remained in the Senate to his dying day. But since he was capable of seeing only the sound side of that question and incapable of pretending to see what he didn't see, he ceased to be a senator from Kentucky and became a member of the New York bar, where there is always "room at the top" for men of his character and caliber. He isn't "in politics" now, but for that reason is in a position to apply to the political questions of the hour that calm, dispassionate, thoughtful consideration which entitles his conclusions to all the greater weight.

Meeting him on Thanksgiving Day in one of the corridors of the Waldorf-Astoria, where everybody in mood to meet old friends is liable to saunter, I asked him to tell me what he thought would be the outcome of all the recent talk about the so-called trusts and their regulation.

"Until recently," said Judge Lindsay, "the anti-trust agitation had not reached a stage demanding very serious consideration. But now, since a disposition has been manifested on the part of some very prominent republicans, among them President Roosevelt, to appropriate what thoughtful democrats have regarded as a campaign asset not free from serious difficulties, the subject has become one of considerable importance; in fact, I am afraid that the new conditions surrounding this question may prove more far-reaching than is generally realized.

#### Not a Sound Political Issue.

"For my own part," Judge Lindsay went on to say, "I have not yet become convinced that the people have been hurt or are likely to be hurt enough by the so-called trusts to make the enactment of radical anti-trust measures a lasting political issue. No political issue can be considered sound which is the outgrowth of prejudice or sentiment or the resultant popular clamor. To be sound it must appeal to reason and be justified by conditions. It must affect the public welfare not in a temporary or superficial way, but permanently and fundamentally. If remedial legislation be involved in a proposed political issue, the necessity for such legislation must be beyond question.



**A Southern Instance.**

"For instance, it will not do to proclaim, as it was recently proclaimed at New Orleans by a prominent Southern man, that 'the power of money ought to be restrained and the power of corporations controlled' merely because alarmists had charged that the prosperity of the South was threatened with impairment by certain 'great railway associations,' for if, as I have been led to believe through such reliable sources of information as the Manufacturers' Record, the men behind these 'great railway associations' have so far proven active promoters of the South's prosperity, then there is no occasion for restraining or controlling them in the legitimate operation of their railroads. In other words, in this instance, if (as it seems) the people generally have nothing to complain of, they may not be easily induced to enact measures which might work prejudicially to plans calculated to advance the South's material development, and this, as you have shown, is the one thing about which the people of that section should be most deeply concerned.

**The President Misinterpreted.**

"But, as I started to say, the President's recent utterances have lifted the anti-trust agitation from the plane of popular clamor and made it a question of great concern to the public welfare. This has resulted from the misinterpretation which, in my opinion, so many of those who are identified with large corporate interests have placed upon the President's utterances. It should be borne in mind that the time for determining the issues of the next presidential election is a long way off. Meanwhile there will be ample opportunity for sober second thought and for a campaign of education among the people who will have the final say-so in making up those issues."

"What harm, if any, do you think has come from the President's anti-trust talk?"

**What May Prove Unfortunate.**

"No actual harm so far," Judge Lindsay replied, "but it may happen that thoughtful men and powerful interests influenced by a misinterpretation of Mr. Roosevelt's utterances may defeat his nomination in 1904. This might mean a republican nominee who could not be elected. Looking at the situation from a purely business standpoint, that would be unfortunate, unless the democrats shall be wise enough to allow the anti-trust element among the republicans to steal this questionable political thunder and keep it, and shall then proceed to nominate a sound, safe man opposed to monopoly, but not opposed to the instrumentalities of legitimate enterprise, on an old-fashioned democratic platform. In that event the business interests would not be imperiled.

**The Real Responsibility.**

"But since the prospect of a speedy return to sound democratic doctrine is not assuring, it now looks as if the ultimate responsibility for the maintenance of the country's prosperity will again rest where it rested in 1896 and in 1900, on the shoulders of the thoughtful, substantial and independent voters, who have of late years been acting with the republicans. In my opinion, the President is the only republican who can command the support of the voters of these classes. Therefore, the course which may be taken both as to the President and the general public by the leading men identified with our great corporations is a matter for more concern and of greater importance than the so-called trust question itself. Upon their wisdom, forbearance, good nature and patriotism will depend the final outcome of all this anti-trust agitation. If I were called upon to advise the business men of

the country I should say: 'Don't be too hasty in your conclusions about the President, nor too cocksure that you can pick up a candidate better qualified to maintain existing business conditions, and do not forget what we all learned during the prevalence of the free-silver craze, that it is better to reason patiently and perseveringly with those who are honestly in error than to indulge in such ill-natured criticisms as calling them socialists and anarchists.'

**The People's Point of View.**

"The fact is," Judge Lindsay continued, "there is a tendency among even broad-minded men who live in large cities, and especially so in New York, to drift out of touch and out of sympathy with the people of the country, and to ignore their point of view. It should be one of the patriotic duties of our great business leaders to resist this tendency."

"Why do you think the trust issue a questionable one for the democrats?"

"Because there are few, if any, trusts in the popular sense of that term—that is to say, monopolies. To fight aggregated capital under the pretext of putting down monopolies, which at the worst can exist only temporarily in this country, is too quixotic a proposition to command other than temporary popular support. It is simply another case to which Mr. Lincoln's famous remark about 'fooling' the people applies. But granting that there are to be found a few concerns which need restraint, drastic legislation applicable to these might prove like the uprooting of the 'tares' in the wheat field. The truth is, we cannot have everything just as everyone may want it. When times were bad, one wanted nothing but good times. When we got good times a good many of us began finding fault with one of the chief instrumentalities in making good times, namely, the great corporations commonly called trusts. You cannot any more lawfully dictate to the man who has a million dollars how he shall spend it or invest it than to the man who has only a hundred dollars. Hence to attempt to abridge the power of money as money by legislation would be in conflict with that spirit of individual liberty which is the very life of this and every other republic. It would be a form of legislation proverbially undemocratic.

"A singular feature of all this anti-corporation agitation lies in the fact that the very classes who made possible unlimited aggregations of capital for all sorts of purposes are now the most vehement antagonists of the natural consequences of their own enactments. Time was when the legislatures granted charters, and then only for quasi public institutions, such as banks and railroads. The cry went up that if one line of business could be incorporated, why not all? Legislative incorporation was pronounced conducive to favoritism, and more available to the rich than to the poor. A wild clamor went up for privileges that would be 'free for all' and unrestricting. And so the bars were let down, and we have in every State general incorporation laws permitting ministerial officials and the interested parties to define the scope and powers of corporations.

**Monopolies Self-Limiting.**

"But that was a digression. As is being pointed out by a few thoughtful writers on the subject of trusts and monopolies, even the latter are self-limiting unless content with very much smaller profits than would suffice to keep alive concerns engaged in active competition. The consuming public is the gainer by this condition, as is illustrated by the operations of the Standard Oil Co., which, with all its past offenses, is entitled to credit for having improved the quality and lowered the

cost to the poor man of the oil that lights his home. Now, if that corporation should undertake to put an exorbitant price on kerosene it would quickly cause the development of formidable competition. But vast as are its resources, and enormous as is its business, the Standard Oil Co. is not now a monopoly.

**Remedies for the Public.**

"However, if it should happen that a corporation should succeed in becoming a monopoly, the common law has provided a remedy. From any serious public detriment through the operations of the sure-enough trust, or combination in restraint of trade, the common law, supplemented by the provisions of what is known as the Sherman act, may be invoked for the public's protection. If any amendments

to the Sherman act are needed, Congress is clothed with all the power for their enactment which it is safe to entrust to the federal government. If any further remedial measures be needed, the States are quite capable of coping with all emergencies. But there exists no real occasion, so far as I can see, for any radical or doubtful legislation, much less for any amendment to the Constitution for the enlargement of congressional power. The least legislation is generally the best legislation. Let us first fully test the powers of the courts before entering upon any experiments in the way of legislation—experiments which may prove more detrimental to the public good than the evils which we may be trying to remedy."

The Waldorf-Astoria,

New York, November 30.

**SOUTHERN PROGRESS REFLECTED IN NEW ORLEANS.**

[Special Correspondence Manufacturers' Record.]

New Orleans, La., December 2.

On every hand here one is told remarkable facts about the development going on in New Orleans and the nearby territory, until it is small wonder visitors to the recent Bankers' Convention carried away with them exalted opinions of the future of New Orleans and this entire section. In commerce, in finance, in manufactures, in rice and oil, in lumber, in railroad building and in municipal development the progress is truly striking, and in the promise for still further advancement the conditions of today hold out opportunities of a most attractive sort. Indeed, it would almost appear as if New Orleans and this whole region were only just getting in good working form; that what has been done were largely of a preliminary description, and that what is still to be done will far surpass everything heretofore accomplished.

For instance, it is a great achievement that New Orleans has, by almost unanimous consent, agreed to bond itself for a most comprehensive system of sewerage and drainage, and under the operations of the new sanitary laws the city has become one of the healthiest in the country, and is fast getting to be the most popular winter resort of America. But the tide of improvement in buildings has just started.

New Orleans is the great cotton market of the world. Texas, Alabama, Indian Territory, Arkansas, Mississippi, Louisiana, the territory tributary to New Orleans, raise three-fifths of the entire crop of the United States, the exact figures for 1901-1902 being 6,068,000 bales for the district named, to 10,681,000 for the entire country, and the proportion for the past five years remaining about the same. And yet New Orleans has but two cotton factories, and has started no new one in recent years.

With the Alabama iron fields within easy reach, and holding the position of chief export city for the countries to the south, the value of New Orleans-made machinery was but \$2,200,000, or only \$2,000,000 more than the value of the boxes made in New Orleans last year.

In the territory around New Orleans there are the most productive of untitled lands—millions of acres of them—that may be bought at from \$3.50 to \$15 an acre, and yet the people living in many of the towns in that territory, especially in the towns of the lumber districts, largely get what they eat—like the New Orleans people get their American Beauty roses—from Chicago.

These illustrations are not given in a fault-finding way, nor is it intended to say that they contain a reproach. The object is merely to point out the presence of palpable opportunities, to indicate that

however much may have been done, there is still plenty of room for endeavor.

That very much has been done in every way all the statistics prove. The commerce of the city, domestic and foreign receipts, amounts for the year to \$708,000,000, an increase over last year of \$33,000,000, and over 1899 of \$275,000,000. New Orleans stands second as an export port. The bank clearings for the year were \$650,000,000, an increase of \$42,000,000 over last year and of \$205,000,000 over 1899. There was an increase of banking capital during the year of \$11,000,000, and in resources of the banks of \$48,000,000. The list of new institutions is a very long one, and it is stated that in new industries and the enlargement and improvement of those already established about \$1,000,000 has been invested since the beginning of the year. New Orleans gives factories exemption from taxation till 1910. All the old houses in the business center of the city, some of which had been vacant for years, are now occupied, and the demand is greater than the supply. The New St. Charles, which has become one of the most popular and well-patronized hotels of the South, is erecting a 12-story annex, and there is to be a new 12-story office building.

New Orleans is getting the benefit of the new constitutional provision that all railroads built in Louisiana before January 1, 1904, shall be exempt from taxation for ten years, this provision having greatly stimulated the construction of all lines contemplating extensions in Louisiana and into New Orleans.

Of incalculable advantage to New Orleans is its Progressive Union, an organization of the leading business men having a membership of over 1500, with Tom Richardson as manager. Through the operations of the Union New Orleans has been put to the front everywhere and on all occasions, and much of the business of the past year is due to the work undertaken by the Union. It has looked after the location of new factories, the extension of trade with the West Indies and the South and Central American States, the extension of domestic trade, has done a large share of the work in getting numerous conventions to be held in New Orleans, which include the Manufacturers' Association for next April, and it has been interested in every feature of the development and progress of the city. The Union is taking advantage of every opportunity that offers, and will seek to derive every possible benefit from the home-seekers' and colonists' excursions to the Southwest, and from the development of Southern interests incident to the construction of the isthmian canal. Indeed, it would be difficult to discover any direc-

tion in which the energies of this organization are not extended, and in its spirit and management it may be taken as a model of effective working.

One of the directions in which the industries and commerce of New Orleans is expanding very noticeably is in that of hauling and marketing the rice of Louisiana and Texas. Statistics indicate that the receipts from cleaning rice amounted to nearly \$3,000,000 for New Orleans concerns for last year. Though not a new story, the development of the rice industry of Louisiana and Texas is one of never-failing interest, and it is evident that, large as its proportions have become, it is yet merely in its infancy. A development of the past fifteen years, it has wholly transformed the prairie sections of Southwestern Louisiana and Southeastern Texas. Where a few years ago there was a sparse population and lands were selling for as little as twenty-five cents an acre, there are now 25,000 people, largely from the Northwest, engaged in rice farming and accessory pursuits, and lands sell as high as \$75 to \$100 an acre. Were it not that the Southern Pacific keeps extending branch lines into new territory, it is not unlikely that the price of improved rice lands would reach a permanent standard of \$150 or more per acre. And yet when Dusen and Cary started upland rice farming fifteen years ago it was with difficulty they could convince the public or even the railroad officials that there was merit in the undertaking. Last year there were 10,000 carloads of rice hauled by the Southern Pacific, and the crop was worth \$5,000,000 or \$6,000,000. There were 6000 McCormick reapers at work harvesting the rice; there are rice mills everywhere, Crowley alone having seven or eight, and the industry of furnishing water for the rice-growers has given employment to millions of dollars of capital, a single irrigating plant of the kind now under way representing an investment of \$1,000,000. An incident of sentimental interest in connection with the rice industry is the fact that upland rice farming began in the country of Evangeline, and that W. W. Dusen, the leading developer of the industry, is himself an Acadian.

During the Buffalo Exposition the rice-growers and the Southern Pacific Railroad maintained a rice kitchen at the exposition, investing \$10,000 in it and looking on it largely as an expenditure of that amount for advertising. So much interest was taken in the booth and its products, however, that the exhibit almost paid its way. The consumption of rice is increasing all the time, and last year the manufacturers of flake rice sold 3,500,000 packages. The Southern Pacific has been especially active educating the public in the use of rice, among other methods having been to send a man to China and Japan to gain knowledge on the different ways in which it may be prepared and made palatable. Another representative of the road hunted all through the Acadian country and among the restaurants of New Orleans, and he alone found over 200 ways of preparing rice. The railroad issues pamphlets containing results of these investigations, and they are being scattered broadcast. As rice is a very nutritious food, its use on a greatly-increased scale is probable, and an indefinite expansion of the very profitable industry of rice-growing is anticipated.

The lumber trade has long been an important branch of the business of New Orleans, which is the center of a large timber section, but the developments in certain lines have been remarkable within the past few years. Especially is this true of cypress; nearly all the big cypress properties of Louisiana have been bought up for development, and prices have gone

soaring. Lands that could have been bought a few years ago at \$2 and \$3 an acre are now selling at from \$50 to \$60, and stumpage has gone up in proportion. So great is the demand for timber land that at one hotel at New Orleans last week there were at dinner twelve timberland buyers from the Northwest. All kinds of timber are in great demand now, even gum, which was not long since in no great favor, being much sought after for various uses now.

From the Beaumont oil fields come reports of a growing substantiability of the oil industry. It is declared that the froth of the oil business having been blown off, the real development of the business is just getting under way. Beaumont has become a solid city, estimated to have 25,000 people. Millions of dollars have been invested in refineries, pipe lines, etc. One refinery has been erected at a cost of \$5,000,000, and another, probably costing nearly as much, has been built at Port Arthur by the Guffey Company. The Southern Pacific is running its engines with Beaumont oil. And the consequent absence of cinders is a rare comfort to passengers. The Standard Oil Co. is buying all it can get, and is shipping the oil to Jersey City and elsewhere. There has been a great difficulty getting ships for the coastwise trade in the oil, only twelve or fifteen ships having been available up to this time. While the oil has an asphaltum base, it has been demonstrated that it is a refining proposition all right, and there is an increasing demand at steadily-increasing values. The best authorities are satisfied that it will sell on a parity with West Virginia oil, taking into consideration the cost of delivery at the consuming markets of the world. The gusher feature having been eliminated, big pumping plants are being installed. The field is widening out, and besides the wells at Sour Lake, includes other areas of Texas and Louisiana. Those familiar with the situation declare as entirely sensible the prediction that there will concentrate on the Gulf one of the biggest oil businesses of the world.

ALBERT PHENIX.

#### IN THE BIRMINGHAM DISTRICT.

##### Local Industries Strong in Their Demand for Iron.

[Special Cor. Manufacturers' Record.]  
Birmingham, Ala., December 1.

Everything that is dealt in in Birmingham and the local district is as strong, using the term in a market sense, as the dealers could possibly wish. A special feature of the iron situation is the local demand. Birmingham foundries are on the anxious seat all the time, and it is heard that one of the biggest pipe works of the district will be out for several days because of inability to get as much pig as needed. The machine shops, like the foundries, are busy, and a new effort is being made to settle trouble with the men. The local demand on the furnaces has grown so rapidly in the past two years that even the furnaces do not realize it. The fuel men also have this to reckon with now in making ready to supply demands.

Two things are to be reckoned with in the local situation of supply. One is the starting up of the plant of the Southern soil-pipe plant at North Birmingham, which will be in a few days, and the other the reception of a contract by the Alabama Tube & Iron Co. for 500,000 feet of pipe. These will cause additional demand on the supply men. The pipe enterprise is one of the largest in the country, second only to that at Akron, Ohio, famous for its product and extensiveness. It will handle in and out of the plant each day more than 140 cars of material.

The rolling mills of the district are busy

as can be. More men are at work at the forges than ever before in the history of the district. New foundations for more machinery are being laid at the Birmingham mill of the Republic Iron & Steel Co., which will go a long way toward making it one of the largest in the whole country.

The Southern Nut and Bolt Works have been reorganized, and the plant will be doubled at a new location at North Birmingham. Full complements of modern machinery will be installed.

The Warrior Machine Works has been organized by J. D. and B. F. Moore, with a capital of \$100,000 and authority to increase to \$500,000. The plants, when erected, will be in Birmingham, the Moores being members of the wholesale hardware house of Moore & Handley Hardware Co.

The president of the Lafayette Railroad, which runs from Opelika to Lafayette, said to the correspondent of the Manufacturers' Record last week that the line would very likely be extended into Clay county to connect with the short line now being built from Talladega to Pyriton. This would give a through line to Talladega from Opelika, and open some fine timber and mining country. The road is now being relaid with 60-pound steel rail.

The lumber dealers report a falling off in business that they cannot account for. Mr. F. H. Lathrop of the Lathrop-Hatton Company, with offices in Birmingham and mills at Riverside, said today: "We are filling old orders, and have not been rushed with new. Prices are anything but stiff, and if we could get all the cars we needed and have them moved I am afraid we would reach the point of piling some stuff on the yard. It might be a great deal worse, and we expect a better business this month." Something like this was also said by John Coe of the T. H. Johnston Lumber Co. in this city, and president of the Gregory-Coe Lumber Co. mills at Stanton. "Our mill is running all the time," said Mr. Coe, "but we are not overrun with orders."

The Tennessee Coal, Iron & Railroad Co. has just finished a modern purifying plant at Ensley, at which all the water used at the furnaces and mines will be filtered. The total cost was something over \$35,000, and it has four large tanks of 180,000 gallons each.

It is reported that one of the largest interests in the South is discussing a furnace at Gadsden. This is to have no connection with the plants to be erected by the Alabama Steel & Wire Co. It is said the promoters are expected in Gadsden this week.

The charcoal furnace of the Southern Car & Foundry Co. at Gadsden is working steadily. Its capacity has gone beyond what was at first expected. Foundations for the second stack are being pushed, and will soon be ready for the superstructure. Another battery of boilers arrived from Anniston, where an old charcoal furnace has been dismantled, and the blowing engines will be ready for delivery in a few days.

The grading for the plants to be erected by the Alabama Steel & Wire Co. at Gadsden is now being pushed.

The Elliott-Chapman Coal & Coke Co., with headquarters in Gadsden, is ready to develop mines in Blount county, where it owns 700 acres. The capital stock is \$100,000.

The output of the five Ensley furnaces in November was 24,104 tons, and of the seven furnaces of the Sloss Company, 35,000 tons. Other companies had a big month also. The steel mill at Ensley put out 15,300 tons. The Sloss Company will have in operation eighty new ovens by December 15. It is understood that Philadelphia parties are in a deal for the Jenifer furnace.

H. W. L.

#### CHARCOAL FOR THE SOUTH.

The manufacture of charcoal has been carried on for many years, and in some foreign countries, notably Germany, scientific means have been adopted in its making. But not until recently have these principles been put into operation in the South. Charcoal has been made "under the dust," as it is called, from time immemorial, but it remained for some residents of New Orleans to manufacture charcoal, and charcoal of the finest grade, in a scientific manner. Seventy-one miles from New Orleans, on the New Orleans & Northeastern Railroad, is located the plant of the Chemical Charcoal Co. The situation is an excellent one, as there is an abundance of wood within easy reach and at moderate cost. The kilns are made of brick and are scientifically constructed, so that the expansion from the heat of the smouldering wood within is allowed for, and on cooling the bricks regain their original and airtight condition. There are ten kilns, holding fifty cords of wood each, and they are shaped like enormous beehives. It takes, on an average, about twenty days to load, burn and discharge a kiln, and two carloads of charcoal are the average result. This coal is carefully graded, and is of two qualities. The first, or New Orleans coal, also called smokeless coal, because it burns without any smoke, goes to New Orleans. The other grade, or red coal, which is not so perfectly carbonized, goes to the iron furnaces. Some idea of the magnitude of this business may be gathered from the fact that this plant ships an average of nearly thirty carloads of charcoal per month, each car holding, on an average, 400 barrels.

Steps are now being taken by the proprietors to utilize the by-products of the plant, such as tar, and when this has been accomplished the plant will be a little gold mine. The demand for charcoal is ever on the increase, and the consumption in New Orleans alone is over 5000 barrels daily. Charcoal sells in that city in a sealed barrel holding about one and one-half bushels at from twenty-five to forty cents per barrel. New Orleans is without doubt the greatest charcoal market in the world. The long period of warm weather and the short coal season make charcoal an ideal fuel for such a climate. It is used chiefly for cooking and family purposes, and the demand is always greater than the supply.

The opening for this enterprise in the Southern States is unequalled, as the timber used for the making of coal is the refuse left by the saw-mill loggers, and can be had for a song. The cut-over timber lands of the South are full of such refuse, and it will pay investors to investigate, and the writer feels satisfied that the gentlemen of the Chemical Charcoal Co. of Poplarville, Miss., will give them any information they may have.

THOS. W. PRITCHARD.

Wrightsville, N. C.

The State Geological Survey of Maryland has arranged at the Johns Hopkins University, Baltimore, for the winter and spring months an exhibit of the natural and manufactured mineral products of the State. This exhibit won the only gold medal awarded to any State for its collective exhibit of mineral resources at the Buffalo Exposition in 1901, and received, among other awards, twelve special gold medals, twice the number awarded to any other State, at the Charleston Exposition in 1902. The collection will enable people to realize the great commercial significance of the mineral survey of Maryland represented in her coals, clays, building stones and ores, having an annual production of nearly \$10,000,000.



## RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### GOULD NOW WITH STILWELL.

**W. G. Purdy, Formerly President of the Rock Island, Also an "Orient" Director.**

Mr. George J. Gould, head of the Gould railroad system, and Warren G. Purdy, formerly president of the Rock Island system, have been elected directors of the Kansas City, Mexico & Orient Railway Co., which is now building a 1600-mile line from Kansas City to Port Stilwell at the Bay of Topolobampo, on the western coast of Mexico, on the Gulf of California. The Orient, in order to expedite the completion of its line into Kansas City, will now, wherever possible, use portions of the Missouri Pacific track between Wichita and Kansas City. A trackage arrangement has been entered into between the two lines, and a traffic arrangement has also been made, so that the Gould system will get the shortest route to the Pacific coast which escapes the alkali deserts.

The Union Construction Co. is building that portion of the Orient's line between Kansas City, Missouri and Dill City, Okla. From the latter point to Port Stilwell the International Construction Co. is building the line. One of the most important pieces of the Orient's work is the construction of a new belt line at Kansas City, which will give it an independent entrance there.

The Boston News Bureau says that Mr. Purdy has become a member of the executive committee of the Kansas City, Mexico & Orient, as well as a director thereof. Continuing, the News Bureau says:

"President A. E. Stilwell has now surrounded himself in this construction with an experienced railroad staff, which includes ex-President Purdy of the Rock Island, Edward Dickinson, for eleven years general manager of the Union Pacific, and J. T. Odell of the Pittsburg, Bessemer & Lake Erie road.

"Eighteen million dollars has been raised by Mr. Stilwell for the construction of this road, subscriptions being about equally divided between Europe and America. The cost is estimated at \$24,000,000, and the company receives \$4,000,000 in gold subsidies. The company will have no interest to pay during construction or for the next three years.

"Mr. Stilwell has made close traffic agreements with both the St. Paul and Missouri Pacific roads.

"The Orient road will be 1600 miles in length from Kansas City to the Mexican Pacific, and will be 500 miles shorter from Kansas City to the coast than any existing road.

"There is a force of about 4000 men at work upon the construction of the road. About 200 miles are now in operation, and about 750 miles graded. President Stilwell purchased his steel rails in Belgium at \$33 per ton landed at Port Stilwell, the western terminus of the road, paying for the same in Mexican subsidy bonds.

"Mr. Stilwell estimates that the Mexican lines of the company alone, when completed, will more than earn sufficient money to pay the fixed charges on the entire line from Kansas City to the coast."

### ROCK ISLAND GOES SOUTH.

**Expected to Build a Line to New Orleans.**

The incorporation of two new railroads in the interest of the Chicago, Rock Island & Pacific system is reported from Little Rock, Ark. One of these is the Little Rock & Southern, with a capital of \$4-

500,000. It is to have a total length of about 400 miles, and will extend from a connection with the Choctaw, Oklahoma & Gulf division of the Rock Island near Benton, Ark., south to Princeton, and thence to Hampton, where it will branch, one line going south to Alexandria, La., and the other southeast via Crossett to Vicksburg, Miss. There will also be a Malvern branch. Connection will be made to Little Rock from Benton either by building a new track or by using the Little Rock & Hot Springs Western, which was secured by the Rock Island when the Choctaw, Oklahoma & Gulf was bought. The line from Benton to Vicksburg will be about 185 miles long, and the branch from Hampton to Alexandria about 172 miles. The branch from Malvern will be about twenty miles long, and that from Benton to Little Rock twenty-three miles.

The other road is the Hazen & Northern, which will build a connection between the Searcy and Des Arc road and the Choctaw, connecting with the latter at Hazen, and also a branch from Searcy to Heber, thirty-five miles long.

The proposed extension into Louisiana has awakened much interest in railroad circles in the Southwest, for it is taken to mean that the Rock Island intends to build a line to New Orleans. For some time surveys have been made between Alexandria and New Orleans by engineers under the charge of A. L. Phillips. A report that the Frisco was interested in this survey was positively denied, and afterwards it was reported that the Fort Smith & Western, which a month or more ago was said to have been secured by the Rock Island, was interested in the survey. Reports from Little Rock say that the survey has been completed for the line from there to Alexandria, and this strengthens the supposition that the survey from the latter point to New Orleans has been made for the Rock Island system, inasmuch as it was stated when the latter survey was begun that it was for a big trunk line.

In the incorporation papers of both the Little Rock & Southern and the Hazen & Northern the following names appear as incorporators: W. B. Leeds, C. B. Warren, Robert Mather, John W. McLoud, W. W. Wentz, Jr., F. B. Pierce and F. A. Molitor, who are officers of the Rock Island system and also of the Choctaw, Oklahoma & Gulf.

### TWO CONTRACTS AWARDED.

**Gould System's Eastern Extension Being Pushed to Tidewater.**

Two important steps have just been taken in the plans for the Gould system of railroads to reach tidewater terminals at Baltimore. One is the awarding of a contract for the extension of the Little Kanawha Railroad from Sandy Bend to Burnsville, W. Va., seventy-one miles, to F. H. Clements & Co. of Philadelphia, and the other is the awarding of a contract to the Degnon & McLean Construction Co. of New York for wharves and piers in connection with the extension of the Western Maryland Railroad in Baltimore to its new terminal on the Patapsco river. The Little Kanawha contract is said to be very valuable, the cost of the grading and masonry amounting to about \$2,500,000, and the total construction about \$3,300,000. Tracklaying will cost about \$8000 a mile, and eight bridges costing from \$30,000 to \$40,000 apiece must be built.

Another section of the Little Kanawha's extension is to be let under the name of the Burnsville & Eastern Railroad, fifty miles long, which will link up the Little Kanawha Railroad at Belington, W. Va., with the West Virginia Central, and it is reported that the survey has begun for

the 65-mile connection between the latter line and the Western Maryland, down the valley of the Potomac river from Cumberland, Md., to Cherry Run, W. Va.

The main part of the construction of the Western Maryland Tidewater Railroad extension will not be put under contract, it is understood, until after all rights of way necessary for it have been obtained. As soon as they are secured bids will be advertised for and the contract awarded. The Degnon & McLean Company, which has the contract for preliminary work, some years ago built the Potomac Valley extension of the Western Maryland from Williamsport, Md., to Cherry Run, working as subcontractors for Ryan & McDonald. The company is at present one of the contractors on the New York rapid transit subway.

In connection with this progress it is important to note that a dispatch from Marietta, Ohio, reports that the Wabash Railroad has secured options on 50,000 acres of rich coal lands along its proposed route in West Virginia, the deal being made through George Gilmore of Pittsburg.

### MINES AND RAILROADS.

**A Big Syndicate Will, It Is Reported, Also Cut Timber.**

A letter from Fayetteville, W. Va., says that a syndicate which has for some time been negotiating for a large tract of mineral and timber lands in Eastern Kentucky has closed a deal for 100,000 acres, and has options on between 300,000 or 400,000 more. It is reported that the syndicate, which includes Chicago and Duluth capitalists, as well as Eastern moneyed men, has in contemplation the formation of a large company that will develop the mines and cut the timber. It is also proposed to secure railroad extensions of the Seaboard Air Line, the Chesapeake & Ohio Railway and the Cincinnati, Hamilton & Dayton Railroad into the property. It is further reported that the syndicate is independent of the United States Steel Corporation, and it will be enabled to supply the requirements of independent iron and steel companies.

### Wabash Extension Eastward.

Mr. Samuel D. Brady, chief engineer of the Little Kanawha Railroad Co. and affiliated lines, writes to the Manufacturers' Record regarding the proposed extensions which are to connect the lines up with the Wabash system, saying:

"Survey completed on the Zanesville, Marietta & Parkersburg Railroad, from Zanesville to the Ohio river at Parkersburg, distance seventy miles.

"Surveys of the Parkersburg Bridge & Terminal Co. completed from the Ohio river at Parkersburg to connection with the Little Kanawha Railroad, distance seven miles.

"Survey completed and contracts awarded for construction of the Little Kanawha Railroad from Sandy Bend to Burnsville, distance seventy miles.

"Surveys completed from the Burnsville & Eastern Railroad from Burnsville to Belington, connecting with the West Virginia Central Railroad, distance sixty-five miles."

Mr. Brady says that the company expects to construct all these lines during the coming year.

### Piggott & Northwestern Route.

Mr. F. G. Taylor, president of the Piggott & Northwestern Railroad Co., recently incorporated in Arkansas, writes to the Manufacturers' Record under date of November 29 as follows:

"Our road is expected to be about fifty miles in length, but our charter at present is only for twelve miles. We expect to have Piggott, Clay county, Arkansas,

for a starting-point, and to run twelve miles in a northwesterly direction to a large tract of timber lands and make a stop. Of course, there will be a town built up there soon, for we strike one of the best timber countries in the Southwest; then we will turn southwest. The contract has not yet been made, but expect to have it under way soon. The work will begin December 1. The country through which we will run after the first six miles is a virgin forest of the finest quality of white and red oak, cypress and gum timber, and after the timber is removed it is the very finest kind of agricultural lands."

W. E. Spence is vice-president of the road; J. M. Myers, general manager, and R. J. Goeppinger, secretary and treasurer. It is reported that a survey will begin immediately.

### Kinston & Carolina.

The Kinston & Carolina Railroad, recently chartered to build a line through Lenoir, Duplin and Pender counties, North Carolina, to a point on the Wilmington & Weldon Railroad of the Atlantic Coast Line system, is already in operation for part of the distance. President J. W. Lynch writes from Kinston to the Manufacturers' Record that twenty-one miles of line are built and in use. Starting at Kinston, where it connects with the Atlantic Coast Line and Atlantic & North Carolina, the road runs south via the little villages of Deep Run, Repose and Pink Hill, the latter now being the southern terminus of the line. The officers are: President, J. W. Lynch; treasurer, W. C. Swift; secretary, Dan Quinerly.

### Alabama's Railroads.

The Alabama railroad commission's annual report for the year ended September 30, 1902, shows a total length of railroads in that State of 5298 miles, including second track and sidings, making an increase, as compared with the previous year, of 297½ miles. The average gross earnings per mile were \$4519.75, the operating expenses \$3270 and the net earnings \$1249.50. The gross earnings of all the roads in the State were \$23,948,343.40, the gross operating expenses \$17,327,219.59, and the total net earnings were \$6,690,065.82.

### M., K. & T. to Operate It.

President W. D. Myers of the Dallas, Cleburne & Southwestern Railway is quoted in dispatches from Cleburne, Texas, as saying that the Missouri, Kansas & Texas Railway Co. will operate the line, which is now completed between Cleburne and Egan, ten miles. It is their intention to build from Cleburne to Dallas and to San Antonio, operating the line independently. The new depot of the Dallas, Cleburne & Southwestern at Cleburne is nearly ready to be occupied, the painters now being engaged in completing their work.

### Will Build a New Town.

The Carrollton Shortline Railway has built an 11-mile extension from Carrollton, Ala., to Alice City, Pickens county, Alabama, via Dilburg and Franconia. The new line is to be opened for business on December 20. This will make the entire road twenty-one miles long. Alice City is the name of a new place at the terminus of the extension. It is situated two miles south of Franconia, and the company expects to build up a good-sized town there. Mr. John T. Cochrane is president and general manager of the line.

### Through to New Mexico.

The Choctaw, Oklahoma & Gulf Railroad has filed an amendment to its charter

in Texas providing for the extension of the main line from Amarillo, Texas, to Tucumcari, N. M., about 125 miles. This will make a connection between the Rock Island's El Paso line through to Memphis, Tenn., via Little Rock. Construction is to begin immediately.

#### Reported Rock Island Plan.

According to a dispatch from Golden City, Mo., the Oklahoma Central & St. Louis Railroad, recently incorporated, is a project of the Rock Island system. It is to extend from El Reno, Okla., via Joplin, Mo., to Eldon, Mo., and a branch is to connect with the Colorado line of the Rock Island. W. S. McCaull and others of Kansas City are the incorporators.

#### May Build Large Shops.

It is reported from Birmingham, Ala., that the Southern Railway will construct large shops at North Birmingham; that plans have been drawn for eight large brick buildings, and that thirty-five tracks have been laid out. These shops, it is said, will build cars as well as make repairs to cars and engines.

#### Not Bought By the Seaboard.

The report that the Macon, Dublin & Savannah Railroad has been acquired by the Seaboard Air Line is denied by General Manager J. M. Barr of the latter, in a letter to the Manufacturers' Record. Mr. Barr also says that the Seaboard has always had close traffic arrangements with the line.

#### Railroad Notes.

Mr. W. S. McFetridge has been appointed assistant chief engineer of the Little Kanawha Railroad Co. and affiliated lines, to succeed Mr. R. P. Van Dusen, who resigned.

Macon, Ga., reports that during October 1,800 cars of freight were handled there, an increase of 120 cars as compared with September. The tonnage for September was 75,230 tons, and in October it was 79,600 tons.

According to Louisville advices, the Southern Railway Co. has decided to build its proposed extension to Danville, Ky., from a point near Harrodsburg. An amendment has been filed to the charter of the road to permit of the extension.

Mr. B. H. Griswold, who has been general freight and passenger agent of the Western Maryland Railroad, has been appointed general traffic manager of both the Western Maryland and the West Virginia Central railroads. He will continue to have his headquarters at Hillen Station, Baltimore.

The appointment of Mr. C. F. Cost as traffic manager of the Seaboard Air Line Railway has been formally announced by Mr. J. M. Barr, vice-president and general manager of the Seaboard system. Mr. Cost was formerly freight traffic manager of the Big Four, and in his new position succeeds Mr. W. H. Pleasants, who resigned in September.

Mr. Bruce W. Duer has been appointed superintendent of the Pittsburg division of the Baltimore & Ohio Railroad, succeeding Mr. S. P. Hutchinson, who has resigned to become assistant general superintendent of the Wisconsin Central. Mr. Duer is thirty-five years of age, and has been employed in the B. & O. Company for fourteen years. He has for some time filled the position of chief clerk in the transportation department.

The Columbia (S. C.) Chamber of Commerce has been organized with Mr. W. A. Clark, president; Messrs. J. B. Norris, Robert W. Shand and E. B. Clark, vice-presidents; E. J. Watson, secretary, and August Kohn, treasurer.

## MINING.

### To Develop South Carolina Iron.

The Bessemer Iron Ore Co. of Blacksburg, S. C., has been organized under the laws of New Jersey, with a capital stock of \$500,000, for the purpose of developing the well-known Bessemer ores of Blacksburg under a lease recently made by Mr. W. L. Rushton of New York, as reported in the Manufacturers' Record. In the prospectus of the company, just issued, it is stated that this deposit of ore is almost identical with the famous Swedish ores, and that it has been estimated by competent mining engineers that there are 20,000,000 to 40,000,000 tons of ore available. Prior to the war this property was worked on a large scale, and it is estimated that half a million tons were taken out, only the soft ore being removed. The analyses given with the prospectus show ores running from 49 per cent. to 65 per cent., free from sulphur and titan acid, with only a slight trace of phosphorus. Mr. R. M. Gilmour, No. 84 John street, New York, is president.

### For Asphalt, Coal and Oil.

The Kentucky Mining & Improvement Co. of Indiana, Indianapolis, Ind., has been incorporated by S. B. Coen, C. W. Scroggin, J. L. Moore, J. M. Rhodes and B. T. Brown of Indianapolis. O. G. Coen of Elmore, Ind., and W. B. Crosby of Upton, Ky. The company has leased 30,000 acres of Kentucky land, under 10,000 acres of which asphalt is believed to be. This is reported to be of great thickness. The land also contains a seven-foot vein of coal, and is thought to have oil. Contracts have been let to put down four wells in search of this. Asphalt and coal, it is reported, will be developed.

### To Have Daily Output of 1000 Tons.

The Irondale Valley Coal Co., Grafton, W. Va., has completed its coal tipples, fifteen large dwellings and other improvements. The property was only recently purchased from State Senator S. H. Gramm of Grafton for \$85,000, and is now ready to begin the shipment of coal. S. W. Shrader is president, and Senator Gramm is vice-president of the company. These fields are in Preston and Taylor counties, and will be extensively developed. The company is under contract to ship 1000 tons daily by April 1.

### West Virginia Coal.

Mr. John W. Paul, chief inspector of mines of West Virginia, reports that during the year ended June 30, 1902, there were 21,159,901 tons of coal mined in the State and 1,932,921 tons of coke made. There are 252 coal-mining concerns in the State, and 98 coke plants, with 10,424 coke ovens. There are 32,386 men employed at the ovens and the mines, and the average wage of the miners was \$559.97 a year.

### Mining Notes.

S. Blankenbicklet is said to have discovered phosphate on his land near Sneedville, Tenn.

Bituminous coal has been discovered in a four-foot vein on the land of Mr. John Male, near Deer Park, Md.

A six-foot vein of coal has been discovered on the property of Mr. Thomas B. Garner near Williamson, W. Va.

D. M. Steward Manufacturing Co., Chattanooga, Tenn., will develop valuable talc deposits located near Blue Ridge, Ga.

Julius Tuchband, Chicago, Ill.; C. Porter Johnson and J. W. Slack of Oklahoma City have incorporated the Mishack Mining Co., Mishack, O. T., with \$100,000 capital.

Coker Creek Gold Mining Co., Coker Creek, Tenn., will order additional machinery with which to extend its gold workings.

The Big Four Mining Co., Tonkawa, O. T., has been incorporated, with \$100,000 capital, by R. T. Brook, W. H. Poffenberger and M. Brook.

E. R. Chapman, for New York parties, is negotiating with the Poplar Creek Coal Co., Knoxville, Tenn., for the purchase of coal lands near Olive Springs, Tenn.

The W. G. Duncan Coal Co., Luzerne, Ky., is negotiating for 5000 additional acres of coal land in order to open new mines. It also proposes installing an electric haulage plant.

Machinery for mining iron will shortly be installed by A. M. Stull of Rich Patch, Va., and A. W. Persinger of Longdale, Va., on property recently purchased near Clifton Forge, Va.

For the purposes of development, Northern parties are negotiating for 25,000 acres of coal and timber lands at Crab Orchard, Tenn. J. B. Johnson of Crossville, Tenn., can probably give information.

It is reported that the Wabash Railroad, 195 Broadway, New York, has purchased 50,000 acres of coal land in West Virginia. George Gilmore of Pittsburg, Pa., and Weston, W. Va., is said to have made the deal.

Thomas Worthington, J. L. Dellou and A. V. Vigo are the incorporators of the Worthington Ore Co., chartered in Birmingham, Ala., with \$12,000 capital, to conduct a general mining and manufacturing business.

Messrs. H. N. Van Devander and A. E. Young have commenced the development of new mines near Young's Station, Ga. Mr. A. H. Bryant is in charge of the work. It is the intention to install a log-washer in the near future.

Randolph Harrison, James E. Edmunds, J. S. Diggs and others, all of Lynchburg, Va., have incorporated the Fayette Colliery Co., Gauley Bridge, W. Va., with \$100,000 capital stock, to conduct a general coal-mining business.

Atlas Coal & Coke Co., Martinsburg, W. Va., has been chartered, with \$300,000 capital, by W. E. Stokes, Griffin G. Callahan, H. M. Kurtz, W. H. Trial and Chas. Adamson of Philadelphia, Pa. The purpose is to mine coal and manufacture coke.

Benedum Coal Co., with \$200,000 capital, has been incorporated at Cameron, W. Va., by M. L. Benedum and C. Y. Benedum of Cameron, F. A. Deveny, W. H. Nicholson, Jr., and J. A. Clark of Fairmont, W. Va. The company intends to open coal mines.

Madison County Coal Mine Co., Gurley, Ala., operating a drift and self-draining coal mine near Gurley, will need mining tools of all kinds, although for the present no outside machinery will be purchased. This land is also said to have lithograph stone in abundance.

The Georgia Real Estate & Mining Co., Columbia, S. C., has been incorporated, with \$50,000 capital, to buy and sell timber lands, mine ores, etc., in Georgia and South Carolina. The incorporators are F. H. Hyatt, W. J. Murray, C. W. McCreery and Andrew Crawford.

Vaughan Coal & Coke Co. has been incorporated at Welch, W. Va., with \$50,000 capital, to mine coal and manufacture coke. The incorporators are J. L. Vaughan of Roanoke, Va.; E. H. Suduth, D. L. F. Strother, S. J. Johnson and James Strother of Welch, W. Va.

To mine coal and iron the West Virginia Coal & Iron Co. has been incorporated at Charleston, W. Va., with \$100,000 capital,

by T. J. Carmack and J. E. Clark of Charleston, Walter Fishback of Toledo, Ohio; M. J. Carmack of Covington, Ky., and Ambros Abas of Cleveland, Ohio.

Elliott-Chapman Coal & Coke Co., Gadsden, Ala., will develop its coal property in Etowah county. This company owns about 70,000 acres of Northern Alabama coal land, and is capitalized at \$100,000. It is said the Louisville & Nashville and the Southern will build extensions into this field.

K. E. Harman and O. G. Shaw of Pulaski City, Va.; O. C. Jenkins of Bluefield, W. Va.; D. W. Barger of Shawsville, Va., and A. W. Reynolds of Princeton, W. Va., are the incorporators of the Menomah Coal & Coke Co., Bluefield, W. Va., chartered with \$150,000 capital to mine coal and manufacture coke.

R. L. Brown, W. H. Head of Big Stone Gap, Va., and I. P. Kane of Gate City, Va., have formed a company with \$50,000 capital to develop a seven-foot vein of coal near Norton. They have purchased 200 acres of land, which will be developed as soon as possible, and on which will be erected from 50 to 100 coke ovens.

The Loup Creek Colliery Co., Ansted, Fayette county, West Virginia, recently incorporated with \$2,000,000 capital stock, \$1,000,000 of which has been subscribed, will develop 25,000 acres of land in Fayette county, and will build 1000 beehive coke ovens. Details will be arranged at the organization meeting on the 5th inst. in New York.

Valuable deposits of lead and zinc have been discovered in the Indian Territory in what is known as the "Grand river country." Hundreds of miners have rushed in and fenced off claims. This is the property of the Cherokee Indians, and titles can be obtained only by members of the tribe. The miners are working mostly for the Indians, who intend to take their allotments in the mineral belt.

Statistics of attendance for this session at the Virginia Polytechnic Institute at Blacksburg show 304 old students and 296 new students, representing twenty-one States, Cuba, Canada and the Argentine Republic. Eighty-three counties of Virginia send 524 students. Of the total number, but two have no church affiliations. The circular giving these statistics contains other interesting information regarding the improvements in buildings and grounds of the institution.

During October, according to the London Iron and Coal Trades Review, 95,335 tons of coal were shipped from Cardiff, Wales, to Boston, 22,642 tons to New York, 2561 to San Francisco and 1182 to Baltimore. Liverpool also sent 28,901 tons to Boston and 2827 tons to New York; Glasgow sent 13,931 tons to Boston and 11,730 tons to New York, and Newcastle sent 22,247 tons to Boston and 14,393 tons to New York.

It is expected that the San Antonio & Aransas Pass Railway will soon be equipped with oil-storage tanks from one end to the other, and thus every road in South Texas will be an oil consumer.

R. A. Gruenberg of St. Petersburg writes to the Manufacturers' Record that he is interested in the introduction of American manufactures suitable for Russia, Siberia and Manchuria.

The Maryland geological commission is preparing a base map, which will furnish a more or less complete picture of surface features of the State.

Since January 1, 1902, 2763 new buildings were erected in Kansas City, Mo., and 751 new buildings are in course of construction.



TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Four Mills Consolidating.

Messrs. Charles Iceman of McColl, S. C.; T. B. Gibson, A. W. Morrison, Robert Chapman and J. R. Parker of Columbia, S. C.; E. Strudwick of Richmond, Va.; D. D. McColl and T. W. Boucier of Bennettsville, S. C., have incorporated the Marlboro Cotton Mills of McColl, S. C., with capital stock of \$1,000,000. This incorporation is a consolidation of the four mills in Marlboro county, namely, Bennettsville Manufacturing Co. at Bennettsville, S. C.; Iceman Mills, Marie Mills and McColl Manufacturing Co. at McColl. The four plants' aggregate capitalization was \$817,000, and represented several hundred thousand dollars additional in actual investment. Their equipment consists of ring spindles only, of which there are in all 45,000, manufacturing the finer grades of cotton yarns. The new company will consume 6500 bales (700 pounds each) of Egyptian cotton and 8000 bales of American cotton annually. It is stated that these plants have always been on a profitable basis, and that extensive improvements will probably be undertaken to two of the plants in the near future. The McColl mills have made an international reputation for their fine-spun yarns. T. B. Gibson will be elected president, and Charles Iceman, general manager. They were, respectively, president and superintendent of the three McColl plants before consolidation.

Cotton-Crop Estimate.

Messrs. Latham, Alexander & Co. of New York present the following as an estimate to date of the cotton crop for 1902-1903:

States.	Estimated crop 1902-1903.	Crop 1901-1902.
Alabama.....	1,000,000	1,200,000
Arkansas.....	1,000,000	820,000
Florida.....	50,000	54,000
Georgia.....	1,350,000	1,525,000
Louisiana.....	825,000	880,000
Mississippi.....	1,450,000	1,375,000
North Carolina.....	650,000	550,000
South Carolina.....	950,000	925,000
Tenn. & C. & Ok. Ty.....	525,000	359,000
Texas & Ind. Ty.....	3,200,000	2,993,000
Estimated total.....	11,000,000	10,681,000

"Last year was an unfavorable one for cotton production in nearly all sections. In the South Atlantic States excessive rains prevailed much of the season, and in Texas and the Southwestern States a disastrous drought cut the crop short. In spite of these adverse conditions the yield proved to be 10,681,000 bales.

"This year, as a rule, the season has been favorable; stands were perfect, cultivation good, the crop matured early, the fall has been phenomenally mild—no killing frost—the plant has had ample time to ripen and the picking season thus far all that could be desired. It is therefore not improbable that the crop this year will exceed that of last year by some 300,000 bales."

Cotton in Porto Rico.

R. M. Walker, president of the Walker Cotton & Industrial Co. of San Juan, Porto Rico, recently incorporated with a capital of \$10,000, writes:

"We are very much flattered with the prospective cotton future for Porto Rico. Its cultivation will be stimulated by the government, and we have already con-

tracted with the farmers to plant the first year more than 5000 acres. The island produces the very best Sea Island grass. In an interview in the San Juan News Mr. Walker said:

"For the past year we have been experimenting in various parts of Porto Rico, and the result has been so encouraging that this company is the result.

"Out of sixty-eight plots which we cultivated, we obtained good results from fifty. The quality obtained is excellent, being on a par with Sea Island cotton, and it is our intention to educate the people into cultivating the fleecy, and while not wishing to look too far ahead, we may build mills for the manufacture of the fabric.

"Experiments prove that the best time to plant cotton in Porto Rico is February, so that in the actual cultivation we shall do nothing until then."

A \$10,000 Batting Mill.

Announcement was made last month of the incorporation of the Mississippi Valley Batting Co. of Vicksburg, Miss., with capital stock of \$10,000. The company has secured a suitable building and ordered its machinery during the past week. This equipment will manufacture batting, comforts and cotton carpet yarns, and it is said that one order that has been received will take the mill's product of batting for six months. J. E. Nelson has been elected president and manager. J. W. McGinty will be superintendent.

Cheswell Cotton Mill.

The Cheswell Cotton Mill Co., recently mentioned as erecting an additional building for its plant, is completing instalment of mill of 11,000 spindles and 362 looms. The new building is to be 80x122 feet in size, and will be used as a weaving shed. By March 1 the new machinery will be in operation, producing duck, sheeting, shirting and drills, 26,000 yards daily, two and four-yard goods, thirty to thirty-seven inches wide.

A \$6000 Cotton Mill.

The Baldwin Manufacturing Co. of Bank, Md., reported last week as to build a textile mill near Elkton, will manufacture cotton cloth. The building, already contracted for, will be 50x80 feet in size, and forty-five looms will be installed, about sixty operatives to be employed. The investment will amount to \$6000. The company will install its own electric-light plant.

Textile Notes.

Charles Scott of Rosedale, Miss., is negotiating with German capitalists relative to the erection of a cotton factory at Rosedale.

B. F. Sengo of Durst, Ga., will plant mulberry trees and grow silkworms with a view to cultivating silk for manufacture into marketable products.

A \$30,000 stock company is being organized to build a knitting mill at Carlisle, S. C. Fant Gilliam of Union, S. C., will be elected president. It is stated that the capital has been subscribed.

The Oxford (N. C.) Cotton Mills will install some additional machinery. Contract has been awarded for 200 additional spindles to wind both cops and tubes. Company's present plant has 6120 ring spindles.

Irving Ackley of Cincinnati, Ohio, and his associates will establish a woolen mill at Carrollton, Ky. They have secured buildings formerly used for woolen manufacturing, and will install an equipment of machinery to employ about 150 persons. The further details are now being considered.

A meeting was held during the week to further the proposed cotton-mill enterprise projected at Jacksonville, Ala., and mentioned recently. The local business men present subscribed \$30,000 to the stock, and a company will probably be organized soon.

Another large cotton factory will be located at Huntsville, Ala., by Northern capitalists. It is said that at least \$450,000 will be the amount of the investment. Dispatches state that Tracey W. Pratt of Huntsville is now closing negotiations securing the enterprise.

A Northern knit-goods manufacturer contemplates removing his \$150,000 mill to a Southern location, and is now seeking site through the industrial department of the Seaboard Air Line Railway. Lumberton and Sanford, in North Carolina, are under consideration.

It is reported that the Lane Mills of New Orleans, La., will double its plant. A report to this effect was current some weeks ago, but the company did not confirm it. It is understood that certain legal delays have occurred in securing title to the site for the new buildings. This is said to have been the cause of an announcement not being made.

Arkwright Mills, Spartanburg, S. C., held the annual meeting of stockholders last week. The directors and other officers were re-elected, including R. Z. Cates, president and treasurer. The company declared its semi-annual dividend of 3 per cent., payable January 1. Its plant is now operating 20,256 spindles and 604 looms, manufacturing shirtings and drills.

The annual meeting of stockholders of Hartsville (S. C.) Cotton Mill was held during the week. All the officers were re-elected, and the report of the management was favorably commented on. It is reported the company decided to erect additional buildings and install 18,000 spindles and 300 looms additional, but this has not been confirmed. The present plant has 12,000 spindles and 300 looms.

Articles of incorporation have been filed by the Millen Mills of Millen, Ga., with capital stock of \$100,000. This company is formed by the purchasers of the Millen Cotton Mill, recently sold publicly by court order. The plant has 5376 ring spindles, and manufactures yarns. Messrs. H. W. Parker, R. G. Daniel, R. W. Palmer, E. Daniel and J. P. Applewhite of Georgia, and C. E. Riley of Boston, Mass., were the incorporators.

QUOTATIONS OF COTTON YARNS.

By Buckingham, Paulson & Co., New York, Philadelphia and Chicago, December 2.

No. 10s-1 and 12s-1 warps.....	14 @—
No. 14s-1 warps.....	14 1/2 @—
No. 16s-1 warps.....	15 @—
No. 20s-1 warps.....	15 1/2 @—
No. 22s-1 warps.....	15 3/4 @—
No. 26s-1 warps.....	16 @—
No. 6s to 10s yarn.....	13 1/2 @—
No. 12s-1.....	14 @—
No. 14s-1.....	14 1/4 @—
No. 16s-1.....	14 1/2 @—
No. 20s-1.....	15 @—
No. 22s-1.....	15 1/2 @—
No. 26s-1.....	16 @—
No. 8s-2 ply soft yarn.....	14 @—
No. 10s-2 ply soft yarn.....	14 1/2 @—
No. 8s-2 ply hard.....	13 1/2 @—
No. 10s-2 ply hard.....	14 @—
No. 12s-2 ply hard.....	14 1/4 @—
No. 14s-2 ply.....	14 1/2 @—
No. 16s-2 ply.....	15 @—
No. 20s-2 ply.....	15 1/2 @—
No. 22s-2 ply.....	16 1/4 @—
No. 26s-2 ply.....	17 @—
No. 30s-2 ply yarn.....	18 @—
No. 40s-2 ply.....	23 @—
No. 8s-3, 4 and 5 ply.....	13 1/2 @—
No. 20s-2 ply chain warps.....	15 1/2 @—
No. 24s-2 ply chain warps.....	17 1/2 @—
No. 26s-2 ply chain warps.....	17 1/2 @—
No. 30s-2 ply chain warps.....	18 1/2 @—
No. 16s-3 ply hard twist.....	15 @—
No. 20s-3 ply hard twist.....	15 1/2 @—
No. 26s-3 ply hard twist.....	17 @—

Cottonseed-Oil Notes.

The Memphis market for cottonseed products ranged as follows on the 1st inst.: Cottonseed oil, prime crude, 20 1/2 cents; off crude, nominal; prime summer

yellow, 31 to 31 1/2 cents; cottonseed meal, \$20.50 to \$20.75 for prime, and cake, \$21 to \$21.25 per ton.

The machinery of the new oil mill at Wesson, Miss., was started running on the 28th ult. The plant has fine prospects, and is in every particular one of the most up-to-date plants of its kind in the State.

The following quotations on cottonseed products were made on the 1st inst. by exporters at the port of Galveston, Texas: Cottonseed oil, prime crude, loose, f. o. b. Texas mills, 28 1/2 cents; prime refined, 32 1/2 cents f. o. b. Galveston; prime cottonseed cake and meal, per short ton f. o. b. Galveston, \$23 to \$23.25, November; \$22.50 to \$22.75, December.

The large plant now in course of construction at Portsmouth, Va., by Messrs. Fred and John Oliver of Charlotte and Atlanta, Ga., will be completed in the near future. The operations of the plant will be confined to the delinting, crushing and refining of cottonseed. The company that will control the plant will shortly be organized, and will be capitalized at \$200,000.

Mr. J. A. Larkin, the constructing engineer of the Buckeye Oil Mill of Little Rock, which is owned by Proctor & Gamble of Cincinnati, Ohio, visited that city last week to look after projected improvements and enlargements in the plant. It is stated that \$100,000 additional will be spent in changing the oil mill from eighty tons to 120 tons capacity. The preliminary work will begin at once.

The following are official quotations on cottonseed and cottonseed products as posted at the Cotton Exchange in New Orleans on the 1st inst.: Prime refined oil in barrels, 35 cents per gallon; off refined in barrels, 34 cents per gallon; prime crude, loose, 28 1/2 cents per gallon; off crude, loose, 25 to 26 1/2 cents per gallon; prime cottonseed cake, \$25.75 per ton of 2240 pounds; off prime cottonseed cake, nominal; prime cottonseed meal, \$25 per ton of 2240 pounds; off prime cottonseed meal, nominal; soap stock, \$1.15; linters, per pound, choice, 3 1/2 cents; A, 3 1/4 cents; B, 3 cents; C, 2 1/2 cents; cottonseed in sacks delivered in New Orleans, \$13 per ton of 2240 pounds; in bulk delivered in New Orleans, \$12 per ton of 2000 pounds.

James Sprunt Historical Monograph No. 3, one of the series of interesting publications issued by the University of North Carolina at Chapel Hill, contains hitherto unpublished letters written by Nathaniel Macon, John Steele and William Barry Grove at various times between 1792 and 1824, and also a letter of Col. Joseph McDowell of Quaker Meadows in reply to one from General Steele. The value of these letters is greatly enhanced by the short sketches of their writers by Dr. Kemp P. Battle, whose copious notes explain allusions in the letters and thus throw much light upon interesting facts of national and State history. In the letters are reflected events of importance during the administrations of Washington, John Adams, Thomas Jefferson and John Quincy Adams. Those interested in constitutional law will find an elaborate argument by General Steele against the power of the Supreme Court to pronounce an act of Congress unconstitutional, which, though now conceded, once filled able conservative men with alarm. The General contends stoutly for the superiority of the legislative to the executive and judicial departments. The publication of such letters is an important contribution to Southern history. It is the basis for a much-needed study of Southern biography, and that biography must be known thoroughly before Southern history may be properly understood.

## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### LUMBER MARKET REVIEWS.

#### Baltimore.

Office Manufacturers' Record.

Baltimore, Md., December 3.

The week under review has developed no increased distribution in the local lumber trade, but the movement, however, is steady, and rather unusual for this period of the season. The demand at this season is usually light, and prices generally droop, but at the moment values are generally firm throughout the list, with the inquiry fairly active. The car shortage is interfering somewhat with the distribution of lumber from milling sections, and on this account orders are delayed. In the various commercial woods North Carolina pine is firmer, with stocks well assorted and the demand from the usual sources brisk, while the outlook is regarded as encouraging. Cypress is very steady, while Gulf grades are rather firmer. White pine is quiet and steady, while for first grades values show a marked advance over that of a year ago. Poplar continues to show considerable firmness, and it is stated that there is a possibility of it going higher. In all hardwoods the tone is very steady, with a good inquiry from local and out-of-town dealers. On account of freight congestion on various railroads, lumber has been delayed, while dealers find difficulty in having orders filled promptly. The supply of dry hardwood lumber at mills is not excessive, and were all existing orders filled stocks would show a much smaller assortment. The foreign export business in hardwoods still continues quiet, and with the present promising features as to prices in the domestic trade, no actual improvement in foreign business of any moment is expected.

#### Norfolk.

[From our own Correspondent.]

Norfolk, Va., December 1.

During the past week there has been an unusual volume of business in nearly every avenue of the lumber trade in this section. The demand for lumber is decidedly strong, and the volume of business for November was eminently satisfactory to the manufacturer. North Carolina pine men are now enjoying a good business, and orders are coming in freely. The inquiry for the better grades is improving, and now all along the list the demand is most pronounced. The car situation is causing some uneasiness, and shipments are likely to be restricted, while the offering of vessels is light and freights firm. At milling points in the interior there is a very satisfactory movement; mills are well supplied with orders, and stocks are going off rapidly. The visible supply of lumber has been considerably reduced during November, and stocks are generally light at all points. Planing mills are now busily engaged on orders, and have all the business they can take care of. Dressed lumber is in active demand, with values firm and hardening. The foreign demand for North Carolina pine is good, and several shipments are expected to go out during this month. All woodworking plants are well supplied with orders, and building operations are absorbing large quantities of lumber and other building material.

#### Charleston.

[From our own Correspondent.]

Charleston, S. C., December 1.

The month of November showed a more than average volume of trade in lumber circles throughout this section. The demand for all wood products has shown a

marked improvement, and the interior markets have been active, with a good distribution, while at milling sections orders have been coming to hand freely. The development of pine and hardwood timber properties is being pushed with considerable enterprise, and new wood-working concerns are being incorporated in many sections throughout the State. The list of values for lumber continues to rule very steady, and both for yellow pine and cypress prices show a tendency to appreciate. During the past week the following shipments of lumber were reported: Barkentines Bonnie Doon for New York with 341,000 feet of lumber and Olive Thurlow with 438,000 feet; bark Essex for Baltimore with 442,660 feet. The total shipments of lumber since September 1 aggregate 23,275,527 feet, of which 22,914,527 feet were coastwise and 361,000 were foreign. The movement among mills at Georgetown and other adjacent points is very strong, and in both cypress and yellow pine the output is increasing. Shipments of lumber from Georgetown continue very liberal.

#### Brunswick.

[From our own Correspondent.]

Brunswick, Ga., December 1.

The month just closed proved to be a record month in the lumber movement, although not coming up to the amount going outward in October. The total lumber shipments amounted to 20,771,751 superficial feet. The coastwise cargoes consisted of 13,923,000 feet of pine, cypress and gum lumber, 442,000 feet of piling, 5,409,271 superficial feet of railroad cross-ties (or 128,924 pieces), 178,400 superficial feet of cypress shingles (or 932,000 pieces), and 46,080 superficial feet of cedar, making a total of 19,098,751 superficial feet. The foreign movement was smaller than the indications promised in the beginning of the month, and amounted to only 1,673,000 superficial feet, consisting of cargoes comprising 961,000 feet of sawn timber, 440,000 feet of boards, deals and planks, and 268,000 feet of joists and scantlings. The foreign movement of naval stores amounted to 8,838,795 pounds of rosin, valued at \$52,794, and 367,314 gallons of turpentine, valued at \$87,123. The market features of the various lumber products show a stronger demand than usual for railroad cross-ties, with large orders closed for immediate delivery. A few large orders are reported for extra dimension lumber for New York delivery, and several small ones for Sound ports. The shingle market is strong in demand, but sluggish on shipments. The lath market still shows inactivity. Cypress, gum and ash are on the move in large quantities. Reports from the interior mills and those in touch with all phases of the lumber situation state that the movement for December will be very strong to the seaboard, and if available tonnage can be secured will be the largest month of the year. The foreign shipments from the nearby port of Darien for the month of November amounted to 1,507,000 superficial feet, consisting of 1,435,000 feet of sawn timber and 72,000 feet of joists and scantlings. The total commerce of the port of Brunswick for the month of November amounted to \$2,900,000, of which \$1,204,371 was for the foreign exports. The following charters from this section show that the coastwise freight rate to the East is now based from Brunswick to New York with lumber at \$5.25, and ties at 15 cents. From Brunswick schooner Almeda Willey, 493 tons, to New York with dry cypress at \$5; schooner Gladys, 646 tons, lumber to New York at \$5.25; schooner Gracie D. Buchanan, 997 tons, with ties to Perth Amboy at 16 cents; from Fernandina schooner H. P. Shares, 393 tons, with lumber to

New York at \$5.50; schooner John Rose, 495 tons, lumber to Philadelphia on private terms; schooner George L. Drake, 399 tons, lumber to New York at \$5.37½, and schooner Lizzie Chadwick, 449 tons, lumber to New Haven on private terms. The only foreign charters reported are schooner Horace G. Morse, 416 tons, with lumber from Brunswick to Havana on private terms, and Norwegian bark Margrethe, 1102 tons, from Sapelo to United Kingdom with sawn timber at 75/ and hewn timber at 25/; Norwegian bark Birgit, 1123 tons, from Sapelo to United Kingdom with timber at 77/6.

#### Jacksonville.

[From our own Correspondent.]

Jacksonville, Fla., December 1.

During the month just closed the lumber industry in Florida has shown a remarkable degree of activity. At all the Florida ports shipments have been very liberal, and at this port, Fernandina and Tampa the volume of business in wood products has shown a remarkable increase over the same period one year ago. The market generally shows a very steady tone as to prices, and the demand is sharp and very decided in character. At all milling sections orders are being filed for good round lots, and mills are generally well supplied for some time to come. The statement just issued shows the business at this port for November as slightly less than that of October, but about 25 per cent. greater than for November, 1901. The custom-house records show that there were shipped 12,250,202 feet of pine lumber, of which 439,307 was shipped to foreign ports. There was also shipped 35,037 cross-ties and 1,278,000 shingles. For the corresponding month in 1901 there were shipped 9,721,500 feet of lumber, 34,000 cross-ties and 1,312,000 shingles. The business of the Clyde Line steamers during November was very satisfactory, each steamer carrying a part cargo of lumber, cross-ties and other wood products. The cross-tie industry was never so active as at present, and shipments from the Florida ports for the present year will be very heavy. The offering of sail vessels is light, and freight rates are generally firm and unchanged. The following charters were reported last week: Schooner Montana, 337 tons, from Jacksonville to Philadelphia with lumber on private terms; a schooner, 400 tons, from Fernandina to New York with lumber at \$5.25, and schooner George L. Drake, 399 tons, from Fernandina to New York with lumber at \$5.37½.

#### Mobile.

[From our own Correspondent.]

Mobile, Ala., December 1.

The lumber trade has shown a remarkable improvement in several channels during the past week, and receipts of logs are somewhat more liberal, but are still very short of a supply sufficient for the mills. The lumber trade with South America is now of considerable volume, a number of schedules having been placed at satisfactory prices. The Cuban business is also showing some improvement, there being a good demand from several ports. The demand from Mexico is expected to be heavy during the winter, and at the moment several large orders are being gotten ready for shipment. Stocks of prime lumber are generally light, and sales have been made at \$25. The saw-mills along the Gulf are well supplied with orders, and are running full time, while many are operating with day and night forces. The timber trade continues to show a firm tone, and stocks arriving have generally been contracted for. The shipments of lumber during the past week amounted to over 1,000,000 feet, of which nearly 500,000 went to Cuban ports. The

total shipments of lumber since September 1 aggregates 16,830,987 feet, against 20,452,578 in 1901. The steamer Madure cleared for Plymouth, England, with 14,670 cubic feet of hewn timber and 151,206 cubic feet of sawn timber, and the bark Franziska cleared for Cork, Ireland, with 42,250 cubic feet of sawn timber. At Pensacola the timber market is active, and prices strong at 17½ to 18 cents per cubic foot, while it is not expected that values will go higher. Freight rates continue steady, with a fair offering of tonnage. Charters reported last week were Norwegian bark Frigga, 877 tons, and Oaklands, 894 tons, from the Gulf to Rosario with lumber at \$11; British steamer Newlands, 1950 tons, from Mobile to the Continent or United Kingdom with timber on private terms, December; Norwegian bark Louise, 1015 tons, from the Gulf to Cardiff with timber at 80/; British steamer Rotherfield, 1843 tons, from the Gulf to Lisbon and Cardiff with timber at 82/6, December, and British steamer Indianapolis, 1503 tons, from the Gulf to the Continent and Dundee with timber at 82/6, December.

#### Lumber Notes.

The Tallahalla Lumber Co. of Ellenville, Miss., has amended its charter by increasing its capital stock to not less than \$300,000 nor more than \$500,000.

A fire occurred on the 28th ult. in the Rat Portage Lumber Co.'s yards at Norman, Ontario, Dominion of Canada, consuming 25,000,000 feet of lumber.

The Bridgers & McKeithan Lumber Co.'s store or commissary at Florence, S. C., was destroyed by fire last week. The loss is estimated at about \$5000, partly covered by insurance.

The Holly Mount Lumber Co. of Yazoo City, Miss., has been chartered, with a capital of \$3000. C. T. Yartee, S. H. Lusk, D. B. Sproles, W. W. Cain and others are incorporators.

The Norwegian steamship *Hirundo* was loading last week at Gulfport, Miss., 1,300,000 feet of long-leaf yellow-pine lumber from the L. N. Dantzler mills, and sailed on the 25th for Buenos Ayres.

The Seventh Street Planing Mill is the name of a new corporation organized at Owensboro, Ky., last week. The capital stock is \$10,000. The incorporators are G. C. Lettell, J. H. Robertson and J. G. Stuart.

The Citizens' Lumber Co. of Waco, Texas, has been chartered, with a capital stock of \$125,000. The incorporators are L. Simpson, Thomas Watles, John Sentell, H. W. Morris, V. W. Lonerker, D. D. Fairchilds and W. W. Cameron.

The Helmet Run Lumber Co. of Martinsburg, W. Va., has been chartered, with a capital stock of \$30,000. The incorporators of the company are W. E. Stokes, G. C. Callahan, H. M. Kurtz, W. H. Trail and Charles Adamson of Philadelphia.

The Kenova Poplar Co. of Kenova, W. Va., was chartered last week, with a capital stock of \$54,000. The incorporators are W. A. Smith of Columbus, Ohio, and fourteen others. The purpose of the company is to conduct a wholesale and retail lumber business.

The Crescent Lumber Co. was incorporated last week at Mobile, Ala., with a capital stock of \$30,000. The stockholders are F. C. Turner, E. H. Roseberry, Thos. F. Shepard and P. L. Stafford. The company will engage in the milling and manufacture and exporting of lumber.

The Valley Pine Lumber Co., which recently purchased 53,000 acres of timber land in Leon county, Florida, will soon begin operations. Messrs. A. L. Harrison of Fort Smith, Ark.; W. W. Calhoun, T.



K. Irwin and G. W. Ground of Carthage, Mo., are all interested in the company.

The Louise Lumber Co. of Collins, Drew county, Arkansas, was incorporated last week, with a capital of \$2000. The officers of the company are Edward H. Hill, president; Edward Hill, Robert Hill and M. Leers, directors. The company will manufacture, buy and sell lumber.

The Helman Lumber Co. of Memphis was incorporated last week, with a capital stock of \$20,000. The incorporators are D. L. Helman, G. B. Hein, E. E. Williams, W. L. Dodge and E. H. Callender. The company proposes to buy and sell and manufacture timber into all kinds of lumber.

The Wilson Hyde Lumber Co. of Cordele, Ga., was organized last week, with a capital stock of \$10,000. The incorporators are Messrs. R. L. Wilson, W. D. Wilson and J. W. Hyde. The company proposes to do a general lumber and planing-mill business, with principal offices at Cordele.

A company of Ohio capitalists has purchased 6000 acres of timber land just west of Spring City, Tenn. A large force of hands is now at work installing the necessary machinery for cutting the timber for woodworking plants in Ohio. The land is principally in Rhea county, and located on Walden's Ridge.

A charter has been granted to the Alleghany Land & Lumber Co. of Asheville, N. C., with a capital stock of \$20,000. The incorporators are A. W. King and Amma W. King of Williamsport, Pa., and H. B. Stevens of Asheville. The company will buy and sell timber lands, operate sawmills and do a general contracting business.

It is stated that Levi Sparr of Williamsburg, Pa., representing Pennsylvania capitalists, has just closed a deal for timber rights on 19,000 acres of timber land in the mountains of East Tennessee located at the headwaters of the Little Tennessee river. The tract abounds in hardwood, and Mr. Sparr's company will remove and market the timber.

The recent heavy rains have caused the small streams in Wayne, Cabell and Lincoln counties, West Virginia, to swell rapidly, and it is expected that there will be a timber rise in the Guyandotte, Twelve-Pole and Big Sandy rivers. Millions of feet of timber are ready to be floated to market. Along the Guyandotte there are at least 10,000,000 cross-ties awaiting the rise.

A syndicate composed of Messrs. Matthews, Converse, Diennmore and Marsh of Pennsylvania closed a deal last week for 8000 acres of heavily-timbered land on the Blue Ridge mountains in Bedford. The land is located on Headforemost, Onion, Rich, Apple Orchard, Bryant's and Dividing Ridge mountains. The syndicate proposes to commence the work of cutting the timber at once.

The Vinegar Bend Lumber Co. of Vinegar Bend, Ala., will soon have its extensive lumber plant at Vinegar Bend, Ala., completed. The building is completed, and the greater portion of the machinery in place. The mill will have a capacity of 150,000 to 250,000 feet of lumber a day. The timber for the mill will be brought from the virgin forests west of Vinegar Bend in Alabama and Mississippi.

Governor John Walter Smith of Maryland and Messrs. Marion T. Hargis and John P. Moore of the Surry, Sussex & Southampton Railway and of the Surry Lumber Co., have given notice of a general meeting of the stockholders of these two companies, to be held at Dendron December 22. The pur-

pose of the meeting, it is said, is to amend the by-laws of the two companies and the transaction of other business.

The Chattanooga Furniture Manufacturers' Association has become a permanent organization. At a meeting held in Chattanooga, Tenn., last week the work of the past year was discussed, and representatives of factories present reported an excellent business, all running at their full capacity. The officers of last year were re-elected, and are as follows: H. F. Temple, president; Robert Morrison, secretary, and M. E. Temple, treasurer.

A manufacturing company formerly of South Framingham, Mass., has just completed a most unique plant at Bristol, Tenn., having expended \$75,000 in its erection. It is a modern woodworking plant for the manufacture of chair and furniture stock from hardwoods by a special patented process. The company will manufacture a high-class patented chair, using, instead of ratan, reeds from hardwoods, including oak, hickory and walnut.

Messrs. J. D. Ross of Chicago, C. J. Winton, Wausau, Wis.; W. H. Bissel of Arbor Vitae and Jacob Mortenson of Oak Park, Ill., met last week in Wausau, Wis., and closed a deal whereby they become possessors of 500,000,000 feet of standing pine timber. The tract comprises 33,000 acres, and is situated in the counties of Wayne and Jones, near Laurel, Miss., about ninety miles from Mobile, Ala. The purchase was made from Michigan parties. The company will erect a mill and otherwise develop the property.

The York Lumber Co. of Grafton, Va., the recent purchaser of the late Collins-Whispell lumber plant, is making extensive improvements in its properties, and will have an up-to-date plant when completed. The company owns large tracts of timber on the York, James and Rappahannock rivers, which will be towed in rafts to its mill. The officers of the concern are L. K. Baker of Ashland, Wis., president; S. M. Bloss of Chicago, secretary; Reuben Perry, treasurer, and John Belknap, manager and superintendent.

Several capitalists from Michigan and Illinois, among whom were Messrs. John W. Gary, J. S. Stearns and W. T. Colver, arrived at Pensacola, Fla., last week. It is stated that the purpose of their visit was the purchase of the big saw-mill plant of Simpson & Co. at Bagdad. Negotiations for the deal have been under way for several weeks past, and it is expected that it will be closed at once. The plant of Simpson & Co., which includes two large mills, has probably the largest capacity of any plant in Florida. It is said the price asked for the entire business exceeds \$500,000.

A conference between a number of Baltimore hardwood exporters and representatives of steamship companies relative to the bill for proposed amendments to the Harter act, which is now pending before Congress, was held in the Chamber of Commerce at Baltimore on Tuesday last. There was quite a lengthy discussion, during which the steamship companies were charged with direct violation of the Harter act, which provides that owners, agents or masters receiving merchandise for foreign ports shall issue to shippers bills of lading stating marks necessary for identification, the number of pieces, packages or quantity, whether it be carriers' or shippers' weight, and the apparent condition when received. Representatives of the steamship companies ask for a modification of the amendment to provide for the elimination of port charges at London only. The bill in its present shape applies to all foreign ports which are in favor with hardwood exporters,

## PHOSPHATES.

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., December 3.

The local phosphate market has ruled quiet during the week, with some demand from fertilizer men. The tone of the market is very steady, as in other fertilizer ingredients. Receipts of rock have been generally light, but there is quite a large tonnage on passage from the Florida ports soon to arrive. The charters reported this week were the schooner Harry T. Hayward, 1020 tons, from Port Tampa to Baltimore with phosphate on private terms, and the steamship Thomas Melville, 1066 tons, from Port Inglis to the United Kingdom with phosphate on private terms. From mining sections in the South the phosphate situation gives promise of considerable activity during the winter months. In Florida in both the hard-rock and land-pebble sections miners are working their properties at their full capacity and rushing shipments to the seaboard. The foreign inquiry for land pebble is quite brisk, and there is also a demand for hard rock for future delivery. Prices are generally very steady, and prominent companies are not urging sales at present values. The market for Tennessee rock is said to be showing a stronger tone, 75 per cent. rock being quoted \$2.85 and 78 per cent. rock \$3.25 f. o. b. Mt. Pleasant. The holders of rock at Mt. Pleasant are firmer in their views under a better demand from abroad, while the domestic market for rock continues free through the port of Pensacola. The market for South Carolina rock is steady, with values unchanged, and the operations of miners showing a good output.

### Fertilizer Ingredients.

The market for ammoniates is quiet, with a fairly good demand and prices practically unchanged. There is a fair inquiry from Eastern buyers, while from the South there is some demand. The business has shown only a moderate volume. Western packers hold stocks at outside figures.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$2 37 1/2 @ 3 00
Nitrate of soda, spot Balto...	1 90 @ 2 00
Blood .....	2 55 @ 2 57 1/2
Azotine (beef).....	2 55 @ 2 57 1/2
Azotine (pork).....	2 55 @ 2 57 1/2
Tankage (concentrated).....	2 37 1/2 @ 2 40
Tankage (9 and 20).....	2 52 1/2 & 16 1/2 @ 2 55 & 10
Tankage (7 and 30).....	21 00 @ 21 50
Fish (dry).....	30 00 @ 32 50

### Phosphate and Fertilizer Notes.

Messrs. H. D. & John Ruhm recently made an export shipment of 200 tons of "blue" phosphate rock from the hard-rock district of Hickman county. The rock was shipped via Pensacola to Belgium.

The new plant of the Virginia-Carolina Chemical Co. at Americus, Ga., just completed, will start up this week in the manufacture of high-grade fertilizers. The plant has a capacity of 20,000 tons annually, and will employ a large force.

The Currie Fertilizing Co. of Louisville, Ky., was partially destroyed by fire last week. The loss is estimated at from \$50,000 to \$60,000, with \$40,000 insurance. The company will rebuild at once when insurance is adjusted, and the new buildings rushed to completion.

The plant of the Land Pebble Phosphate Co. in Polk county, destroyed by fire recently, had about 2000 tons of phosphate in the bin, which it is thought came through the fire all right. It is estimated that the loss on plant will reach \$150,000, on which there was \$60,000 insurance. It is thought the plant will be rebuilt.

The following shipments of Florida high-grade phosphate rock from Savannah, Ga., were reported last week: Steam-

ship Forest Castle, 2196 tons, for Bremen, and steamship Alba for the same port with 2242 tons for Russia; steamship Riffswood for Naples with 991 tons, and steamship Dora for Havre with 950 tons for Gothenburg.

The following clearances of phosphate rock from Port Tampa are reported: American schooner C. S. Glidden on the 21st ult. for Baltimore with 1825 tons from the Palmetto Phosphate Co.; schooner M. D. Cressey on the 21st ult. for Cartaret, N. J., with 2875 tons from the Electrical Phosphate Co.; schooner Ada F. Brown on the 22d ult. for Baltimore with 2300 tons from Joseph Hull, and British steamship James Turpie on 23d ult. for Boness, Scotland, with 2185 tons from the Land Pebble Phosphate Co.

### Lumber at Memphis.

The Memphis Lumbermen's Club has compiled statistics showing that the number of Memphis firms engaged in the lumber business is seventy, with a capital of \$4,000,000, and paying \$1,500,000 annually to 5000 employees. There are received annually 75,000,000 logs by river, 40,000,000 by rail, 86,000,000 feet of lumber by rail and 10,000,000 feet by river, while 200,000,000 feet of lumber are shipped from the city. The annual sales amount to \$6,000,000. Commenting upon these figures the Memphis Scimitar says:

"The growth of Memphis as a lumber center has been nothing short of marvelous. Back in the eighties there was little doing in the way of developing the vast timber resources of the area of which Memphis is the head, the largest lumber-producing firms being in Ohio, Kentucky, Indiana and other States. But with the exhaustion of the timber supply in those States, the movement of mills and woodworking plants of every description this way began, and it has now become so rapid that scarcely a week passes without the reported location of some large milling plant or woodworking factory either in this city or in the section of which Memphis is the natural center."

"The Land of Manatee" is the title of a series of pamphlets describing a delightful region on the west coast of Florida. This series is the result of painstaking, personal investigation by its author, Mr. Morton M. Casseday, and is published for the purpose of presenting facts which a tourist, a settler or an investor may rely upon. The matter, presented in attractive diction and illustrated in most artistic manner, is historical and descriptive, setting forth the ideal conditions of life in an old country which is yet new, the opportunities for fishing and shooting and for agricultural or other productive undertakings, and for the investor from abroad. The pamphlets are beautifully printed in a size just large enough to be easily read, and they show a great advance in railroad literature. Copies of the pamphlets may be obtained by addressing General Passenger Agent C. B. Ryan, Seaboard Air Line Railway, Portsmouth, Va.

Governor McSweeney of South Carolina will call to the attention of the general assembly a complaint from the United States Geological Survey that the work of that survey in the State has been embarrassed by the refusal of individuals to permit its representatives to enter upon their territory. Similar difficulties have been encountered in other States, and several legislatures have passed acts to remedy them.

The Atlantic Land & Improvement Co. has been granted an amendment to its charter at Richmond, Va., permitting it to own and operate steamboats, and also to conduct a general real-estate business.

## MECHANICAL.

### Profiling Machine.

The profiling machine shown here is of new design, especially adapted for finishing the parts of guns, sewing machines and other accurate and interchangeable work.

By means of two spindles, it is said, a roughing and finishing milling cut may be taken at one setting of the piece, finishing it accurately to the dimensions required, and doing away with hand-fitting. It is reported to be sensitive, strong and compact, occupying a minimum amount of floor space. Careful study has been given to every point in the design, in order to make this a durable and efficient machine.

The column is heavy, and provides a rigid support for the working parts above. It contains two large tool cabinets and a suitable tank for oil or soda water.

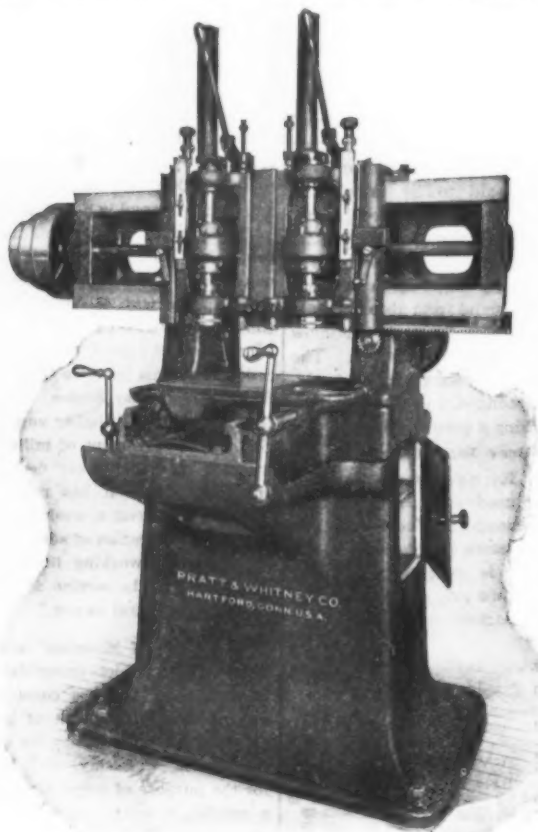
The table is held down to the bed by two straps, is guided by a single V of

equally good results in either direction, and producing a free-running and durable drive.

The spindles are made of steel, are ground, and run in bronze bearings. The lower bearings are solid and conical in form, while the upper bearings are of cylindrical form, and are split. Both are provided with suitable adjustments for wear. The end thrust of the lower bearing is taken by a babbit metal washer. If desired, the spindles may be run at 1200 revolutions per minute.

When not in use each head is held in a raised position by a heavy enclosed spiral spring, yet may be readily lowered by a hand lever and clamped in any desired position. A lock bolt engaging a slot in the adjustable bar is provided for properly locating the head, and a screw with micrometer dial facilitates the close adjustment of the bar. The position of the head may also be determined by the adjustable stop located at the top.

The gearing for operating the table and



PROFILING MACHINE.

ample dimensions on the left side, and rests upon a flat track on the right.

Each spindle is driven by means of a line contact spiral gear and pinion of six and four inches diameter, respectively, thus providing liberal tooth contact and ample wearing surfaces, and permitting a very high spindle speed without excessive speed to the driving shaft.

The gear is made from a steel casting, and the pinion of phosphor-bronze. These are enclosed in a tightly-fitted casing filled with a suitable lubricant.

Both gear and pinion have their hubs journaled in bearings independent of the driving shaft and spindle bearings, leaving the spindle free and sensitive, and permitting close adjustment with respect to tooth contact.

The gear is driven by two long keys located in the driving shaft opposite to each other. The driving cone pulley is counterbalanced, and is journaled on the outside of the driving-shaft bracket, leaving the shaft free from all strain due to belt pull.

Ball thrust bearings are provided at each end of both the gear and pinion, permitting the spindle to be rotated with

crosshead is so constructed as to permit all back-lash being taken up by means of double gears and double racks, so arranged that one part may be adjusted in relation to the other, so that the teeth of each part do not exactly line up, but do fill the space of mating gear or rack. When properly adjusted the two parts of the member may be firmly clamped together by conical studs.

The right-hand spindle-head is provided with an extra former pinhole located on the opposite side of the spindle from that in which the pin regularly fits.

The centers of the two holes are located equidistant from the center of spindle, and in the same plane with it.

In order to produce a profiling former plate directly from a model piece of work, the latter may be fastened to the table in position where the work regularly rests, and the blank former plate fastened to the position in which the finished former is afterward to be used. When the former pin is in the extra hole the blank may be profiled.

These machines are manufactured by Pratt & Whitney Company, Hartford, Conn.

### Myers Hay Unloaders.

Figs. 1, 2 and 3 show two views, respectively, of the Myers double-track hay unloader and one view of the single-rail unloader made by F. E. Myers & Bro., Ashland, Ohio. The reversible combination unloader, made to be used with regu-

The rope sheaves are fitted with wide hubs, and have long bearings.

The single-rail unloader is made of malleable iron. The lock, composed of three pieces, is a positive force lock, grasping the fork pulley on both sides, preventing the load from being dropped.

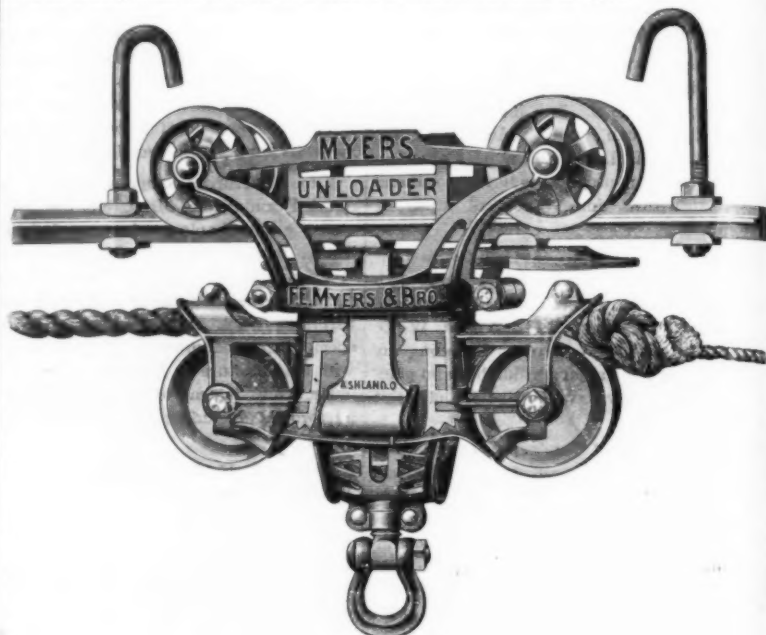


FIG. 1.

lar double-angle steel track, shown in the first two illustrations, embodies all the features of the straight reversible and



FIG. 2.

swivel reversible carriers, and is well designed and strongly made.

It is fitted with the Myers double lock, engaging the fork pulley on both sides,

The stop is adjustable, and can be placed at any point on the track without unjointing the track or disarranging it in any way. The stop is placed above the track, allowing the working parts of the carrier to go closer to the roof.

The track is composed of fine steel, I beam in shape, with tread two and one-sixteenth inches wide. The upper head of the track is of a shape especially adapted for attaching the stop-joint clamp and hanging hook in a firm manner, making all the parts adjustable.

The sections of the track are joined together by a malleable friction clamp with four bolts, making the splice as firm as the rest of the track.

The hanging hook is composed of two parts, and can be removed or attached to the track at any point without disturbing joint clamps or attachments.

### Electrical Apparatus in English Coal Mines.

The coal mines of England have been worked extensively for more than a cen-

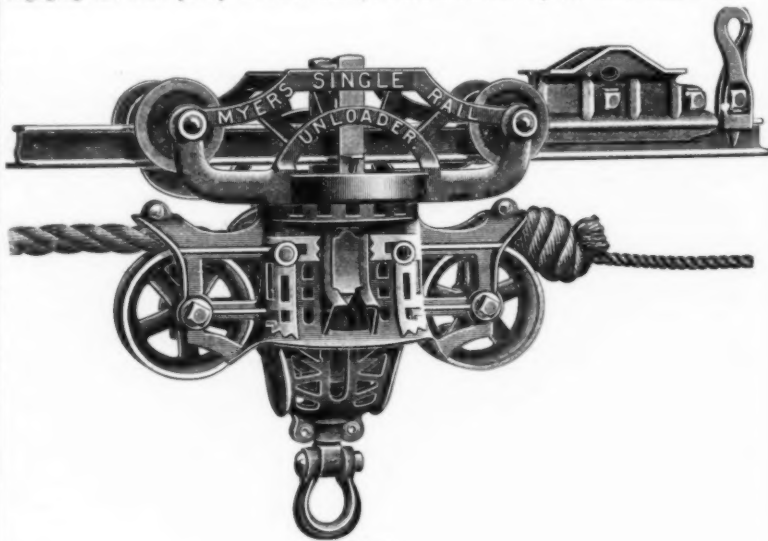


FIG. 3.

insuring a perfect locking device. In Fig. 2 is illustrated the wide-open mouth, an especial feature, permitting the forked pulley to enter when swinging at any angle, insuring a satisfactory carrier.

ture. Until a few years ago England mined more coal than any country in the world. However, this is no longer so. American production exceeds the English, which is now almost stationary from



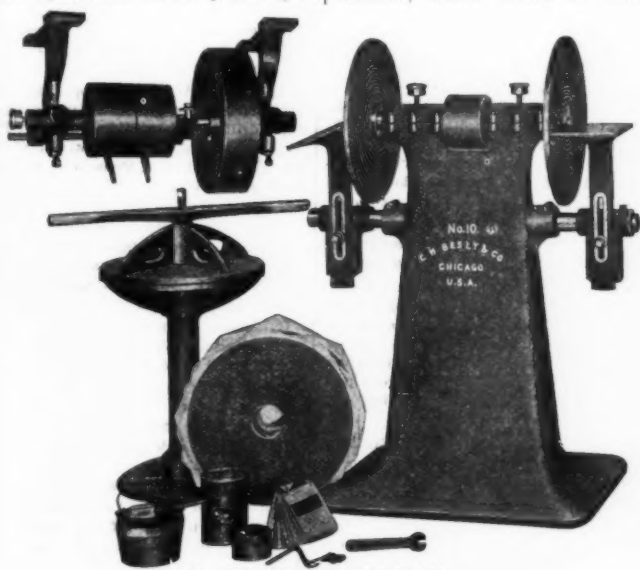
year to year, by a rapidly-increasing percentage. American coal competes with English coal on the Continent, and the possibility of some day "carrying coals to Newcastle" is by no means indefinitely remote. It has been estimated that 500 years will see the end of England's coal supply, and long before that time the mining of coal must become so difficult and so costly and the price of coal so high that English manufacturers will be seriously handicapped or compelled to buy coal from abroad. This is beginning to be felt even now. The price of coal in England is steadily rising, shafts are being carried deeper and deeper, and, the richer veins having been exhausted, the thinner veins, containing often poorer grades of coal, must now be developed. These things have put the British operator upon his mettle, and he has taken up the latest and most improved methods of coal-mining even more rapidly than his American competitor. Moreover, he has stepped out boldly and adopted for power transmission alternating currents and induction motors, which for mining work, and especially coal-mining, have many advantages.

The Sneyd colliery at Burlem, Staffordshire, recently put in a complete alternating-current equipment. Current is generated by a Westinghouse three-phase alternator, direct coupled to a Westinghouse steam engine. Westinghouse induction motors aggregating about 1000 horse-power are used for driving "main and tail" and "endless" rope hauling engines, for pumps and for several other auxiliary purposes. These mines are gaseous, and the use in them of the induction motor, on account of the fact that it has no moving contacts to spark or flash, is entirely adapted for use in such locations.

The Clapwell colliery of Chesterfield, the Oxcroft colliery of Chesterfield, the Stavely Coal & Iron Co. of Chesterfield, the Sherwood colliery of Mansfield, the Tredegar Iron & Coal Co. of Monmouth, the Bolsover Colliery Co. of Chesterfield, the Staunton Iron Works Co. of Pleasley, the Tyrdail collieries of Carmarthen, the New Cross Hands colliery of Lanely have all ordered heavily of the Westinghouse Company, and in much the same up-to-date machinery as the Sneyd colliery.

#### No. 10 Gardner Grinder.

The new No. 10 Gardner grinder, manufactured by Charles H. Besly & Co., 10



No. 10 GARDNER GRINDER.

and 12 North Canal street, Chicago, Ill., is illustrated herewith.

The makers have had many inquiries for a machine with eighteen discs and at lower price than the regular No. 4 Gard-

ner grinder, and to meet this demand the No. 10 was placed on the market.

This machine has a floor setting up press, two 18-inch spiral-grooved steel discs, two tilting tables, large spindle bearings and improved countershaft.

It is a good serviceable tool, durable and strong.

#### Purification of Packing-House Wastes Biologically.

The photograph herewith illustrates a plant recently installed by the Cameron Septic Tank Company of Chicago for the purification of the liquid wastes from the

wells are provided in the grit chambers.

In the tank the solids present in solution are separated and retained, and the organic matter is acted upon by the liquefying micro-organisms present, by which it is broken down into simpler substances capable of being dealt with by filtration. The effluent, thus freed from solids in suspension, passes off through a slotted cast-iron pipe laid horizontally along the end of the tank below the water line into the effluent chamber. Any fine material detritus which may escape from the grit chambers accumulates slowly in the tank. In order that this may be removed, when

the filling of the bed and while it remains full, and is opened, emptying the bed, and remaining open a sufficient period to allow the air to fill all the interstices of the filtering material, thus supplying the bacteria with their full quota of oxygen. The impurities present in the septic tank effluent are oxidized by the bacteria attached to the surfaces of the filtering medium, so that when the discharge valve is opened the purified effluent escapes, nitrified and oxidized. This method of working renders the contact beds self-cleansing, so that they retain their purifying powers unimpaired.



PLANT FOR PURIFICATION OF LIQUID WASTES FROM SHERMAN PACKING CO.'S WORKS, SHERMAN, TEXAS.

Sherman Packing Co.'s works at Sherman, Texas. The process is biological, and the purification is effected without the use of screens, chemicals or labor, and is automatic throughout.

The sewage purification works consist of three grit chambers, a septic tank containing three compartments for varying the flow, an effluent chamber, a chamber containing the automatic alternating gear, four aerating bacterial contact beds and two bacterial filters.

The sewage is discharged from the outfall sewer into a primary grit chamber, which serves to catch any

necessary, without draining off the liquid contents of the tank, slotted pipes are constructed across the end at the bottom, which lead off to the cleansing wells. By opening a valve in a cleansing well the deposit from its collecting compartment may be drawn off. To prevent too great an accumulation of this insoluble matter, the deposit should be drawn off once a year.

The effluent chamber acts as a receiving chamber for the septic tank, through which the sewage passes on its way to the gear chamber and contact beds.

The alternating gear is specially designed and constructed to meet the requirements of this installation, and is automatic in its working. It receives the sewage from the effluent chamber and produces in each of the four contact beds periodical filling, resting full, emptying and resting empty. It also automatically floods the bacterial filters with the effluent from the bacterial contact beds. The alternating gear is covered in, so it is protected from the weather and from unauthorized interference.

All contact beds are filled to a depth of four feet with filtering material, which is furnace clinker broken to pass through a one-half-inch screen and freed from dust. The septic tank effluent is distributed over each bed in its turn, through main distributors on the top of the filtering material. The filtered effluent is collected by branch collectors of agricultural drain pipe laid on the contact bed floor, and discharging into vitrified collectors, which, in turn, discharge through the gearing in the gear chamber to the surface of the bacterial filters.

The four contact beds form the working set. The septic tank effluent is delivered to each in turn in the manner already described. The discharge valve of each contact bed remains closed during

The two filters are filled to a depth of three feet with fine filtering material. The effluent from the contact beds is flushed over the surfaces of the filters in turn, through half-pipe distributors on the top of the filtering material. The filtered effluent is collected by branch collectors of agricultural drain pipe laid on the filter floor, from which it flows to the vitrified main collectors, and is finally discharged through the outfall pipes to the creek, odorless and pure.

The two filter beds form the working set. The effluent from the contact beds is delivered to the filters alternately, two doses to filter 1 and two doses to filter 2 as the alternating gear opens the discharge valve from each successive contact bed. This flow floods the surface of the filter and passes down through the same, being acted upon by the aerobic bacteria, the nitrosifiers and nitrifiers, and leaves the filters purified. This method of alternate working renders the filters self-cleansing, so that they retain their purifying powers unimpaired.

The only attention required is the oiling of the bearings of the gears when needed and the loosening of the surfaces of the contact beds and filters at long intervals.

The operation of the purification works may be briefly summarized as follows: The whole of the impurities of the sewage, both liquid and solid, is destroyed and purified by the combined action of the bacteria in the septic tank, contact beds and filters, without the addition of screens, chemicals or labor, and without the production of sludge. The septic tank being entirely covered in, and there being no screenings or sludge to remove from the works, there is no nuisance arising therefrom, and the purified effluent passes through the pipes to the stream odorless and free from nuisance.

# CONSTRUCTION DEPARTMENT.

**THE MANUFACTURERS' RECORD** seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with every one interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

## ALABAMA.

Anniston—Railroad Shops, etc.—Louisville & Nashville Railroad is preparing to rebuild its shops and roundhouse, and will install more machinery; Geo. E. Evans, general manager, Louisville, Ky.

Anniston—Telephone System.—Home Telephone Co. and O. H. Parker & Co. have applied to city for telephone franchise.

Birmingham—Bottling Plant.—York Bottling Works has been incorporated, with capital stock of \$10,000, to establish plant; J. W. Hood, president; C. A. Avant, secretary. Necessary machinery has been ordered.

Birmingham—Iron Mines.—Thomas Worthington, J. L. Dellou and A. V. Vigo have incorporated Worthington Ore Co. to develop iron mines. Capital stock is \$12,000.

Birmingham—Ladder Factory.—S. T. Waggoner of Racine, Wis., representing manufacturers, contemplates locating a ladder factory at Birmingham.

Birmingham—Machinery Works.—J. D. Moore and B. F. Moore have incorporated Warrior Manufacturing Co., with capital stock of \$100,000, to manufacture machinery.

Citronelle—Charcoal Plant.—E. G. Bradley will establish charcoal plant, investing \$2500.\*

Eufaula—Brick Works.—Eufaula Brick Manufacturing Co. will rebuild its burned plant.\*

Eufaula—Brick Plant.—Eufaula Brick Manufacturing Co., mentioned last week as to rebuild plant, will have daily capacity of 50,000.\*

Eufaula—Stove Foundry.—Northern capitalists will establish stove foundry. Probably Felix Foster can give information.

Gadsden—Stove Foundry.—A. & J. Stove Foundry contemplates doubling the capacity of its plant.

Gadsden—Brick Works.—Mississippi brick manufacturers will establish brick works at Gadsden. Capacity will be 45,000 daily, and \$20,000 worth of machinery has been ordered. Names of projectors not announced yet.

Gadsden—Coal Mines.—Elliott-Chapman Coal & Coke Co. is preparing to begin the development of its 70,000 acres of coal lands

in North Alabama. Company is capitalized at \$100,000.

Gurley—Coal Mines.—Madison County Coal Mine Co. will develop the mines reported recently.\*

Huntsville—Cotton Mill.—It is reported that Northern capitalists will build a \$450,000 cotton mill. Dispatches state that Tracy W. Pratt is closing negotiations securing the enterprise.

Mobile—Ice Plant and Steam Laundry.—James K. Glennon & Co. contemplate establishing a steam laundry and 5 to 10-ton ice plant in a small country village.\*

Mobile—Lumber Plant.—Crescent Lumber Co. has been incorporated, with capital of \$30,000, and will operate plant. F. C. Turner, president; E. H. Roseberry, vice-president, and T. F. Shepard, general manager.

## ARKANSAS.

Collins—Lumber Company.—Incorporated: Louise Lumber Co., capital stock \$2000, by Edward H. Hill, Robert L. Hill and M. Leers.

Edmonson—Improvement Company.—Incorporated: Edmonson Home & Improvement Co., with a capital stock of \$10,000, by J. A. Harrison, W. Y. Waterford, Chas. Ward, A. P. Price and Granville Wells.

Denning—Townsite Company.—Incorporated: Denning Townsite Co., with capital stock of \$10,000; W. W. Adams, president; J. C. Harrod, vice-president, and D. M. McGraw, secretary.

Little Rock—Ice Plant.—Retail Grocers' Ice Co. will own the ice plant mentioned last week. Capital stock is \$50,000, of which \$5000 is being expended for site, \$8000 for building and \$35,000 for machinery. Chas. L. Thompson is superintendent of construction.

Newton County—Lead and Zinc Mines.—Spears Mining Co., developing lead and zinc deposits, will build a 100-ton mill. Thomas Cox of Little Rock is president.

Texarkana—Storage, etc.—Chartered: Texarkana Storage & Transportation Co., capital stock \$20,000, by Y. E. Buron, J. E. Kirby and G. Munz.

Walnut Ridge—Wagon Factory.—Turnbull Wagon Co. of Defiance, Ohio, will establish branch factory at Walnut Ridge. Frank Joblin of Batesville, Ark., is engineer in charge.

Walnut Ridge—Wagon-materials Factory.—Tiffin Wagon Co. of Tiffin, Ohio, has purchased timber lands, and will erect branch wagon-materials factory at Walnut Ridge.

Walnut Ridge—Electric-light Plant, etc.—S. C. Dowell and associates will organize \$50,000 stock company to build electric-light plant, etc.; also to construct water-works later on.\*

## FLORIDA.

Jacksonville—Tackle-block Factory.—J. O. Walton and others will organize \$100,000 stock company to manufacture tackle-blocks, etc.

Pensacola—Sewerage System.—Waring, Chapman & Parquhar of New York have completed surveys and prepared preliminary plans for proposed municipal sewerage system. City will call an election to vote on issuing \$1,000,000 in bonds for the work. Address "The Mayor."

Tallahassee—Timber Developments.—Valley Pine Lumber Co. is preparing to develop 53,000 acres of timber land it bought recently in Leon county. A. L. Harrison of Fort Smith, Ark.; G. W. Ground of Carthage, Mo., and others are interested.

Titusville—Extract Manufacturing.—Chartered: Florida Extract Co., with capital stock of \$250,000, to continue and enlarge an established extract factory.

## GEORGIA.

Americus—Gin and Saw-mill.—J. L. Chambliss will rebuild his burned cotton gin and saw-mill, to cost \$1500.

Atlanta—Mantel Company.—D. Woodward, D. B. Thompson, W. B. Disbro and others have incorporated Woodward Mantel Co., with capital stock of \$50,000, to deal in and manufacture mantels.

Atlanta—Fire-screen Factory.—L. P. De Groot, A. I. Wilson, W. L. Peel and associates have incorporated L. P. De Groot Manufacturing Co., capitalized at \$5000, for manufacturing fire screens.

Attapulgus—Sugar Refinery.—A. Cohn & Co. propose building sugar refinery on their plantations near Attapulgus. Firm has office in New York.

Blue Ridge—Talc Mines.—D. M. Steward Manufacturing Co. of Chattanooga, Tenn., will develop the talc properties near Blue Ridge referred to last week.

Columbus—Brick and Pottery Works.—The company reported last week has incorporated as the Georgia & Alabama Brick & Pottery Co., and at once completed plans to establish brick works and pottery plant. Capital is \$15,000, with privilege of increase to \$50,000. G. J. Peacock, Wm. H. Young and William J. Bickerstaff are the incorporators.

Cordele—Lumber Plant.—R. L. Wilson, W. D. Wilson and J. W. Hyde have incorporated Wilson-Hyde Lumber Co., capitalized at \$100,000. They have built plants and are now cutting timber from their lands.

Cuthbert—Oil Mill.—Northern capitalists will build a \$100,000 cottonseed-oil mill.

Griffin—Oil Mill.—Griffin Oil Co., reported incorporated last week with \$50,000 capital, has let all contracts for construction of cottonseed-oil mill, and plant is nearing completion.

Millen—Cotton Mill.—Millen Mills has been incorporated, with capital stock of \$100,000, and will continue the Millen Cotton Mill recently sold by court order. Plant has 5376 spindles.

Nicholls—Sugar-syrup Mill.—J. M. Jardine will organize the company lately reported proposed and erect sugar-cane syrup mill. Charter will be applied for at once.

Rockmart—Slate Quarries.—A company is being organized to develop slate quarries on an extensive scale. Wm. P. Davis, Equitable Building, Atlanta, can give particulars.

Rockmart—Cement Works.—A \$2,000,000 stock company has been organized to establish Portland cement works. Wm. P. Davis, Equitable Building, Atlanta, can give particulars.

Swainsboro—Water-works.—Jesse Thompson will establish water-works system.

Thunderbolt—Marine Railway.—F. E. McArthur, W. M. Kidwell, George Brown and others will incorporate Thunderbolt Marine & Navigation Co. and establish small marine railway and plant. Capital is \$2500.

Valdosta—Buggy Factory.—C. P. Henderson, W. P. Durrough, T. G. Cranford and others have incorporated Henderson-Cranford Buggy Co., capitalized at \$30,000, to manufacture buggies.

Youngs Station (P. O. at Cedartown)—Iron Mines.—H. N. Van Devender and A. E. Young have begun the development of iron mines. A. H. Bryant is in charge.

## KENTUCKY.

Bowling Green—Telephone System.—Southern Electric Construction Co., composed of Huntington (Ind.) parties, who recently obtained franchise, has begun erection of two-story building, and will install telephone system. About \$100,000 will probably be expended.

Carrollton—Woolen Mill.—Irving Ackley of Cincinnati, Ohio, and associates will establish woolen mill.

Hopkinsville—Flour Mill.—Acme Mills & Elevator Co. (succeeding Acme Mills) has been incorporated, with capital stock of \$200,000 (an increase of \$100,000), and will enlarge its flouring mill. Daily output will be increased from 350 to 1100 barrels of flour.

Kentucky—Coal Mining, etc.—A. F. Gas-mire of Wheeling, W. Va., and others of that city propose forming a \$300,000 company to develop oil, timber and coal lands in Eastern Kentucky.

Lexington—Construction Company.—Chartered: Alexander Construction Co., by Y. Alexander of Brooksville, Ky.; A. S. Rice, Cynthia, Ky.; Robert Pryor, Georgetown, Ky., and Terrill Thompson, Lexington; purpose, to contract for grading for electric railways.

Louisville—Packing Plant.—Ira F. Brainard of Pittsburg, Pa.; Samuel Brown, also of Pittsburg, and Harry Weissinger of Louisville are interested in a proposition to establish packing-house.

Louisville—Tobacco Factory.—Continental Tobacco Co. (general offices in New York) will increase capacity of its factory.

Louisville—Gas Plant.—Louisville Heating Co. will extend its pipe line for distributing natural gas, also will furnish illuminating gas and make various improvements to its plants.

Luzerne—Coal Mines.—W. G. Duncan Coal Co. is negotiating for 5000 additional acres of

coal lands in order to open new mines; also proposes installing electric haulage plant.

Middlesboro—Gas and Oil Wells.—Middlesboro Oil & Gas Co. has been organized with H. L. Underwood, president, and Edward M. Greenley, secretary, to drill for oil and gas. Capital stock is \$10,000.

Owensboro—Planing Mill.—Seventh Street Planing Mill has been organized, with capital of \$10,000, by G. C. Lettelle, I. H. Robertson and J. G. Stuart. Plant has been erected.

Salt Lick—Woodworking Plant.—W. J. Fell of Owingsville, Ky., will build wood-working plant at Salt Lick.

Upton—Coal Mines, etc.—Kentucky Mining & Improvement Co. has been organized, with O. Z. Coen of Elmore, Ind., president; J. M. Rhodes of Indianapolis, Ind., first vice-president; W. B. Cosby, Upton, Ky., second vice-president; S. B. Coen, 2730 Bellefontaine street, Indianapolis, secretary, and John L. Moore, 611 Majestic Building, Indianapolis, treasurer. Company has option on and will develop 30,000 acres of mineral land where are deposits of coal, asphaltum, oil, etc. Contract for drilling oil wells has been let to A. Chapman, 22 Lima avenue, Findlay, Ohio.\*

## LOUISIANA.

Allentown—Saw-mill.—Allen Bros. & Wadley Co. will rebuild its burned lumber plant; electric-lighting plant will also be installed.\*

Crowley—Irrigation System.—Rice Irrigation and Improvement Association has been organized with C. A. Lowry, president, and G. H. Tinker, secretary, to construct irrigation system. Capital is \$250,000.

Jennings—Oil Wells.—Southwestern Louisiana Oil Co. has been organized, with capitalization of \$60,000, to drill for oil. Joseph Espalla, Jr., Phelan Dorion, John Craft and others, all of Mobile, Ala., are the organizers.

Lake Charles—Brick Plant.—Southwestern Brick & Tile Manufacturing Co. has appointed S. T. H. Bradley, 714 Austerlitz Building, New Orleans, contractor for its proposed plant. F. C. Thiele, at same address, is engineer in charge.\*

Lake Providence—Cotton Ginnery.—Jas. S. Multikin will rebuild his burned cotton ginnery.

New Orleans—Cotton Mill.—It is reported that the Lane Mills will double its plant, present equipment 17,000 spindles and 20 looms.

New Orleans—Construction Company.—Union Development & Construction Co., Ltd. has been incorporated, with capital stock of \$250,000; Sam Hyman, president; J. O. Daspit, secretary, and H. L. Lewman of Louisville, Ky., general manager; purpose, general contracting for buildings, bridges, etc.\*

Rayne—Hardware Company.—Chappuis Hardware Co. has been organized, with capital stock of \$50,000, by R. C. Webb, A. S. Chappuis, R. C. Holt, Geo. E. Zares and others.

Ruston—Cold-storage Plant.—Ruston Ice Fuel Co. has begun erection of cold-storage addition to its ice plant.

Welsh—Oil Wells.—Metropolitan Oil Co. has been organized, with capital stock of \$40,000, to drill for oil, by C. Robinson, C. F. Shaffer, J. W. McAlpine and others of Mobile, Ala.; M. A. Quinn of Pensacola, Fla., and H. Lewis of Scranton, Miss.

## MARYLAND.

Aberdeen—Electric-light Plant.—A company has been organized to establish electric-light plant. D. B. Arthur is president; Dorsey Rowe, secretary, and L. A. Funk, manager.

Baltimore—Furniture Factory.—It is reported Herman Weis & Son, 803 Pennsylvania avenue, will build a furniture factory.

Baltimore—Can Factory.—Norton Can Co. will enlarge its factory by erection of addition three stories high, 107x285 feet, cost \$125,000. John K. Peebles of Norfolk Va., prepared plans.

Baltimore—Drying Plant.—American Oil-trifugal Drier Co. will equip building to place that portion of its plant recently burned. Next year a large plant will be built.

Baltimore—Umbrella Factory.—Gans Bros. will rebuild and re-equip their umbrella factory, recently burned at a loss of \$200,000.

Baltimore—Cannery.—Miller Bros., W. and Thames streets, contemplate erecting additional building 60x90 feet, two stories high, and installing machinery to increase output of their cannery.



**Baltimore—Water-works Reservoir.**—City council is considering an appropriation of \$350,000 for the construction of additional reservoir. Address "City Water Department."

**Bank—Cotton Mill.**—Baldwin Manufacturing Co.'s textile mill (reported last week under Baldwin, Md.) will contain forty-five looms. About \$6000 will be invested.\*

**Hydes—Canneries.**—S. N. Hyde Company is reported as to make extensive improvements to its canneries.

**Port Deposit—Electric-light Plant.**—Port Deposit Electric Co. will expend \$5000 to improve its electric-light plant.

**Salisbury—Brick Works.**—Peninsula Brick Co. has purchased and will continue operation of F. C. Todd & Co.'s brick plant. It will install 100-horse-power boiler and 60-horse-power engine, etc.\*

**Washington, D. C.—Bakery.**—Chartered: J. Fred Birrell Company, capitalized at \$5000, to conduct bakery, etc.; Ferdinand Espey, president, and Lee J. Herrell, vice-president.

**Westernport—Bottling Plant.**—Michael P. Gannon, Jacob W. Hughes, James P. Brady and others have incorporated Westernport Bottling Co. to operate bottling plant. Capital stock is \$6000.

#### MISSISSIPPI.

**Ellisville—Lumber Company.**—Tallahala Lumber Co. has amended charter, increasing capital stock to not less than \$300,000 and not more than \$500,000.

**Hazlehurst—Ice and Cold-storage Plant.**—Pitts Bros. will erect 20-ton ice and cold-storage plant.

**Laurel—Lumber Plant.**—C. J. Winton of Wausau, Wis.; J. D. Ross of Chicago, W. H. Blissell of Arbor Vitae, Ill., and Jacob Mortenson of Oak Park, Ill., have completed the purchase of 33,000 acres of timber land near Laurel, and will develop same. They will erect large lumber plants on the tract.

**Meridian—Telephone System.**—City council has granted telephone franchise to John P. Borick and William M. Hamilton of Michigan.

**Natchez—Fuel Oil.**—Chartered: Natchez Fuel Oil Co., capitalized at \$20,000, by W. A. S. Wheeler, George W. Brown, R. F. Leonard and others.

**Rosedale—Cotton Mill.**—Charles Scott is negotiating with German capitalists relative to the erection of a cotton factory.

**Vicksburg—Land Company.**—Chartered: Warren Land Co., capitalized at \$30,000, by A. Warner, C. G. Wright, W. L. Wells, Robert Ernst and others.

**Vicksburg—Cotton Mill.**—Mississippi Valley Bating Co., reported lately as incorporated with \$10,000 capital, has erected building and ordered machinery for manufacturing bating, etc.; J. E. Nelson, manager.

**Vicksburg—Organ Factory.**—Frank Buck of Sweetland Piano Co. of Chicago is reported as contemplating erection of branch organ factory at Vicksburg.

**Yazoo City—Lumber Company.**—Incorporated: Holly Mount Lumber Co., with a capital stock of \$3000, by C. T. Yartee, S. H. Lusk, D. B. Sproule, W. W. Cam and others.

#### MISSOURI.

**Maryville—Drug Company.**—Chartered: O'Rear-Henry Drug Co., capitalized at \$6000, by X. G. O'Rear and Benjamin S. Henry.

**St. Louis—Spice Mill, etc.**—Incorporated: Forbes Bros.' Tea & Spice Co., with a paid-up capital of \$75,000, by Moses S. Forbes, Chester L. Forbes and Edwin F. Merritt.

**St. Louis—Reduction and Smelting Works.**—Ore Reduction & Smelting Co. has been incorporated, with capital stock of \$250,000, by C. V. Pretorius of Iowa, Kan.; C. A. Chambers of Indianapolis, Ind.; S. A. Stringer of St. Louis and others.

**St. Louis—Steam Bakery.**—H. B. Grubbs has organized Columbia Biscuit Co., with capital stock of \$300,000, for building cracker and biscuit factory, daily capacity to be 600 barrels of flour; temporary offices in Gay Building.

#### NORTH CAROLINA.

**Asheville—Lumber Manufacturing.**—Alleghany Land & Lumber Co. has been chartered for manufacturing lumber, etc., by A. W. King and Amma W. King of Williamsport, Pa., and H. B. Stevens of Asheville. Capital stock is \$20,000.

**Asheville—Distillery.**—W. B. Smith will establish distillery.

**Fayetteville—Pine-products Plant.**—Georgia Pine Turpentine Co. has purchased, will enlarge and operate the pine-products plant of the John Casey Co. (of New York) at Fayetteville.

**Greenville—Medicine Factory.**—Bryan & Nichols are organizing company to manufacture a medicinal water.

**High Point—Wheel Factory.**—North Carolina Wheel Co. has been incorporated, with capital stock of \$50,000, and will establish carriage-wheel factory. George H. Briggs of Amesbury, Mass., will be president; D. J. Marston of Amesbury, manager, and C. M. Hauser of High Point, secretary.

**New Berne—Lumber Company.**—Swain-Driscoll Company has been incorporated to do a general timber and lumber business; capital stock \$25,000; incorporators, Lemuel F. Swain of Beaufort, N. C.; Joseph L. Driscoll and Archie W. Goff of Atlantic City, N. J.

**Oxford—Cotton Mill.**—Oxford Cotton Mills will install 200 additional spindles. Contract for the machinery has been awarded.

**Salisbury—Industrial Development.**—Chartered: Southern Development Co., capitalized at \$100,000, for general development purposes, by J. M. Maupin of Salisbury, H. B. Crosby of Paterson, N. J.; Murdoch Wiley of New York city and others.

**Siler City—Mercantile.**—Chartered: Western People's Company, capital stock \$5000, by J. N. Peoples, D. L. Webster and W. D. Siler.

**Sparta—Woodworking Plant.**—Sparta Manufacturing Co. intends to add new machinery and make insulator pins a specialty; also will manufacture plow handles.\*

**Tryon—Telephone System.**—Thos. C. Mills, Earle Grady, F. E. Hellen, T. T. Ballenger and others have incorporated Polk County Telephone Co., with capital stock of \$5000, to establish telephone system.

#### SOUTH CAROLINA.

**Bamberg—Iron Works.**—Bamberg Iron Works, recently burned, has secured buildings and will at once re-establish its plant.\*

**Carlisle—Knitting Mill.**—A \$30,000 company will be organized with Fant Gilliam of Union, S. C., president, to establish knitting mill.

**Charleston—Dry Goods.**—Pringle Bros. will increase capital stock from \$65,000 to \$200,000.

**Charleston.**—Chartered: J. M. Connelley Company, capitalized at \$30,000, by J. M. Connelley and T. J. McCartha.

**Chester—Lumber Company.**—W. A. Coogler and W. A. Corkill have incorporated Coogler Land & Lumber Co., capital stock \$10,000, to deal in lumber and builders' supplies.

**Clio—Mercantile.**—Chartered: E. Sternberger Company, capitalized at \$50,000, by E. Sternberger, W. C. Smith and others.

**Columbia—Furniture Factory.**—Chartered: Lion Furniture Co., capital stock \$10,000, by Ernest G. Cook, Henry K. Cook and Berry H. Mobley, for manufacturing furniture.

**Conway.**—Chartered: Hal L. Buck Company, capitalized at \$20,000.

**Dillon—Mercantile.**—Chartered: D. M. Carmichael Company, capital stock \$10,000, by D. M. Carmichael, J. L. McEachern and J. R. Reagan.

**Gaffney—Shoe Company.**—Chartered: R. S. Lipscomb Company, capitalized at \$5000, by R. S. Lipscomb, M. H. Littlejohn and others.

**Hartsville—Ice Company.**—Incorporated: People's Market & Ice Co., capital \$1000, by D. S. Hammond, J. W. Williams, D. L. Coe, C. L. Richardson and A. J. Kelter.

**Hartsville—Cotton Mill.**—It is reported Hartsville Cotton Mill will erect additional buildings and install 18,000 spindles and 300 looms additional. Present plant has 12,000 spindles and 300 looms.

**Paxville—Lumber Mill.**—Harvin Lumber Co. will rebuild its plant recently burned.

**McColl—Cotton Mill.**—Charles Iceman of McColl, D. D. McColl and T. W. Boucier of Bennettsville, S. C.; E. Strudwick of Richmond, Va., and others have incorporated Marlboro Cotton Mills, with capital stock of \$1,000. This is a consolidation of Bennettsville (S. C.) Manufacturing Co., Iceman Mills, Marie Mills and McColl Manufacturing Co.

**Orangeburg—Mercantile.**—Chartered: I. S. Harley Mercantile Co., capitalized at \$10,000, by I. S. Harley, W. J. Cater and others.

**Sumter—Lumber Company.**—Chartered: Red Bluff Lumber Co., capitalized at \$10,000, by J. H. Scarborough, O. D. Harvin and others.

**Westminster—Cotton Mill.**—Cheswell Cotton Mill Co., mentioned recently, is completing installment of mill of 11,000 spindles and 362 looms. A new building 80x122 feet is being erected for weaving shed.

#### TENNESSEE.

**Bristol—Flour Mill.**—C. B. Cross will remodel his flour mill to the roller process.

**Chattanooga—Furniture Factory.**—Acme Kitchen Furniture Co. will enlarge and improve its factory. An additional factory building has been bought at \$9000, and this will be equipped as a saw-mill.

**Chattanooga—Stove Foundry.**—Incorporated: Rising Sun Manufacturing Co., by A. D. Simpson, S. Doyle, J. E. White, A. A. Clardy and James Selcer (all negroes), to manufacture stoves, hollowware, iron castings and moldings of all kinds. Capital stock is \$5000.

**Chattanooga—Telephone System.**—Mrs. O. T. Brett of El Paso, Texas, and associates have applied to city for telephone franchise. They contemplate investing \$300,000.

**Coker Creek—Gold Mines.**—Coker Creek Gold Mining Co. will order additional machinery in order to extend operations at its gold properties.

**Crab Orchard—Coal and Timber Lands.**—Northern parties are negotiating for 25,000 acres of coal and timber land, with the purpose of making developments. J. B. Johnson of Crossville, Tenn., can probably give information.

**Gallatin—Mercantile.**—Chartered: Naive-Spillers Company, with a capital stock of \$10,000, by J. J. Naive, D. K. Spillers, A. Hester, Wm. Hester, A. W. Brown and J. P. Bandy.

**Gallatin—Tobacco Factory.**—Joseph H. Anderson of Gainesboro, Tenn., will establish tobacco factory at Gallatin. Building for the purpose has been bought.

**Hickory Valley—Broom Factory.**—J. M. Arent and associates will establish broom factory capitalized at \$20,000.

**La Follette—Water-works.**—Pennsylvania parties are conferring with the city relative to the construction of water-works to cost \$250,000. Address "The Mayor."

**Maryville—Timber Lands.**—Pennsylvania capitalists (represented by Levi Sparr of Williamsburg, Pa.) have purchased for development 19,000 acres of timber land on Little Tennessee river.

**Memphis—Cold-storage Plant.**—W. J. Lemp Brewing Co. of St. Louis, Mo., has let contract, as reported last week, to F. B. Young for erection of \$13,000 building for cold-storage plant. W. S. Norton of St. Louis is the architect. Contract for machinery has not yet been awarded.

**Memphis—Well-supply Works.**—James Anthony Company will establish plant for manufacturing suction rods for wells, etc.

**Memphis—Woodworking Plant.**—Helman Lumber Co. has filed application for charter, with capital stock of \$20,000; incorporators, D. L. Helman, G. B. Hein, E. E. Williams, W. L. Dodge and E. H. Callender, all of Warren, Ohio. Company's purpose to build plant was reported recently.

**Memphis—Millinery.**—Incorporated: Galtier Millinery Co., with a capital stock of \$25,000, by W. E. Courson, C. R. Smith, W. F. Cassidy, B. D. Matthews, H. A. Galtier and H. F. Lynch.

**Memphis—Mercantile.**—Chartered: St. Louis Mercantile Co., capital stock \$10,000, by H. C. Wilson, J. G. Kirkpatrick, Thomas Goodall, T. W. Crutcher and Preston Vaughn.

**Memphis—Car Works.**—Southern Car & Foundry Co. will double the output of its plant.

**Nashville—Cooperage.**—Chartered: Tennessee Cooperage Co., capitalized at \$30,000, by J. L. Hutton, W. W. Dyer, J. H. Whitehouse and others.

**Nashville—Lumber Plant.**—H. H. Beckwith of Wauregan, Conn., contemplates locating lumber plant at Nashville.

**Nashville—Lumber Plant.**—McLaughlin, Dorn & Klock of Punxsutawney, Pa., expect to locate a lumber plant in the South, and Nashville parties are endeavoring to have the mill located here. No decision has been made.

**Oliver Springs—Coal Mines.**—E. R. Chapman, representing New York parties, is negotiating with the Poplar Creek Coal Co. of Knoxville for the purchase of coal mines near Oliver Springs.

**Sneedville—Phosphate Mines.**—It is rumored that S. Blankenbickett has found phosphate deposits on his lands.

**Spring City—Coal Mines and Coke Ovens.**—Beatrice Coal & Mining Co. has placed \$250,000 of bonds, and will at once develop its coal properties, work to begin in January; also will erect 300 coke ovens.

**Tracy City—Coal and Iron Mines, etc.**—Thomas Coal & Land Co., reported at some length several weeks ago, has incorporated as Thomas Coal & Iron Co., with capital stock of \$300,000, and will develop the 60,000 acres of coal and timber lands that were purchased recently. Arrangements will be made for opening coal mines, erecting coke ovens, and an iron furnace, it is reported, will be erected eventually. W. H. Thomas of Columbus, Ohio, is president, and E. M. Jones is resident manager at Tracy City.

#### TEXAS.

**Ablene—Telephone System.**—Incorporated: Northwestern Telephone Co., capitalized at \$75,000, by W. G. McGrift, D. M. Howard, G. R. Loveless and J. C. Richardson of Mineral Wells, Texas; J. L. Cunningham of Palo Pinto, Texas; J. S. McCreight and R. L. McCreight of Abilene and others.

**Austin—Restaurant.**—Chartered: Pickwick Restaurant Co., capital stock \$3000, by L. E. Thompson, O. F. Kuilenberg and John J. Kuilenberg.

**Beaumont—Irrigation Systems.**—Permission to do business in Texas has been granted Texas Rice Irrigation Canal Co. of Wilmington, Del., having a capital stock of \$500,000, with Texas office at Beaumont; directors, E. L. Buchwalter, Springfield, Ohio; B. C. Mason, Jos. O'Leary, Kansas City, Mo.; J. E. Broussard, N. O. Foard, Beaumont; Albert Barnes, Decatur, Ill., and J. E. Gray, Wilmington, Del.; organized for general irrigation purposes.

**Beaumont—Oil Refinery.**—National Refining Co., recently chartered, has purchased site and contracted for machinery for 100-barrel oil refinery. Capital is \$24,000. Frederick A. Thomas is manager.

**Brownsville—Rice Mill.**—Brownsville Land & Irrigation Co. contemplates erecting a rice mill.

**Clarksville—Steam Laundry.**—Chartered: Clarksville Steam Laundry Co., capital stock \$3000, by John M. Butcher, C. M. Chambers, George H. Bagby, Harry Trilling and Epp Ezell.

**Clarksville—Drug Company.**—Incorporated: John M. Butcher Drug Co., capital \$12,000, by John M. Butcher, W. G. Payne and G. H. Bagby.

**Corsicana—Oil Wells.**—William L. Moore and associates have leased and will develop 1234 acres of oil lands.

**Corsicana—Brick and Lumber Manufacturing.**—Chartered: Whiteselle Brick & Lumber Co., capital stock \$100,000, to manufacture lumber and brick, by J. E. Whiteselle, J. Huey, T. J. Wood, J. L. Whiteselle and W. C. Oldham.

**Corsicana—Ice Company.**—Corsicana Ice Co. has voted to increase capital stock from \$50,000 to \$100,000.

**Crosby—Rice Mill.**—San Jacinto Rice Co. contemplates erecting a rice mill; main office at Houston, Texas.

**Dallas—Glass Plant.**—It is reported that H. Leland of Chicago contemplates establishing plate-glass works at Dallas.

**Dallas—Carbonic Acid Manufacturing.**—Incorporated: Star Carbonic Acid Co., capital stock \$250,000, to manufacture carbonic acid, by Fidel Ganahl of St. Louis, Mo.; James L. Henessy and J. A. Hoff of Dallas.

**Eagle Lake—Irrigation System.**—Colorado Agricultural Co., reported (under Austin) recently as incorporated with \$20,000 capital, has organized with N. S. Hudson of 503 E. Eighth street, Austin, as president; James Downie, also of Austin, treasurer, and W. D. Warner, manager, at Eagle Lake. Company will build irrigation system, but no contracts have been let.\*

**Fort Worth—Oil Pipe Lines.**—F. G. Walloff and W. P. Graves have petitioned for franchise to lay oil and gas pipe lines.

**Marshall—Laboratory.**—Chartered: Matthews Laboratory, capital stock \$10,000, to conduct a general manufacturing business of drugs, etc., by N. C. Matthews, W. C. Pierce, Jr., and L. H. Henley.

**McKinney—Telephone Company.**—Incorporated: Roland Local Telephone Co., capital stock \$5000, by C. T. Lewis, C. H. Farnsworth, J. R. Coggins, E. S. Burge and J. S. Horn.

**Nederland—Mercantile.**—Incorporated: King Mercantile Co., capital stock \$25,000, by C. S. King, B. H. J. Lous, J. E. Trussell of Nederland, P. A. Dowlen and W. J. Gregg of Beaumont, Texas.

**Paris—Ice Plant.**—Paris Ice Co., reported last week as increasing capital \$70,000, has let contracts for additional machinery, including 100-ton refrigerating and 25-ton ice plant, also for erection of buildings for the equipment.

**Sherman—Road-machine Works.**—Sherman Iron Works will add the manufacture of road machinery to its plant.

**Stamford—Cattle Company.**—Incorporated: Lee Cattle Co., capital stock \$50,000, by W. C. Lee, N. H. Burns and J. V. Wright.

**Texarkana—Box Factory.**—M. C. Wade contemplates establishing a \$5000 box factory.\*

**Waco—Lumber Mill.**—Incorporated: Citayeno Lumber Co., capital stock \$125,000, to manufacture lumber and other building material; incorporators, L. Simpson, Quanah, Texas; Thomas Matin, Cormonco, Texas;

John Sentell, Mangum, O. T.; H. W. Morris, Roosevelt, I. T.; O. T. V. A. Longaker, D. D. Fairchilds and W. W. Cameron of Waco.

#### VIRGINIA.

**Alexandria-Zinc Mines.**—Adaline Zinc Co. has been incorporated, with capital stock of \$300,000, for general mining purposes; C. E. Wood, president; Frank R. Raymond, secretary, and W. S. Knox, treasurer, all of Washington, D. C.

**Alexandria-Candy Factory.**—Old Dominion Candy Co. has been incorporated, with capital stock of \$5000, to manufacture candies, by Chas. Hicks, Leo Mayer, Simon Blouhelt and others.

**Blackstone-Tannery.**—A company has been formed to establish tannery. J. M. Harris can possibly give information.

**Clifton Forge-Iron Mines, etc.**—A. M. Stull of Rich Patch, Va., and A. W. Persinger of Longdale, Va., have erected a saw-mill on the timber and coal lands they were reported recently as having purchased. Machinery for mining the iron ore will next be installed.

**Covington-Brick Works and Lime Quarries.**—E. W. Church, mentioned last week, has leased mineral property and will develop rock quarries, erect lime-kilns and establish brick works.\*

**Crozet-Ginseng Cultivation.**—Crozet Commercial Ginseng Co. has been organized to cultivate ginseng root; H. I. Todd, president, and Geo. Toombs, general manager.

**Danville-Tobacco Stemmy.**—American Cigar Co. (general offices in New York) will establish tobacco stemmy.

**Huntington-Brick Works.**—T. B. Williams of Clarksburg, W. Va.; H. S. Irwin of Pittsburgh, Pa., and others have purchased site for establishment of brick works.

**Lexington-Lime Works.**—E. Dillon & Co. of Indian Rock, Va., have leased and will develop rock quarries near Lexington, and will establish lime works of 500 barrels capacity daily.

**Lynchburg-Overall Factory.**—N. & W. Manufacturing Co. has been organized to establish overall factory; I. Sachs of Roanoke, Va., manager; W. L. Moorman, secretary, and S. H. Franklin, treasurer; offices at Salem avenue and Harrison street.

**Newport News-Cannery.**—Federal Finance Co., A. T. Pulliam, president, will build cannery.

**Norfolk-Cigar Factory.**—American Cigar Co. (main offices in New York) has given contract to E. T. Mankin of Richmond, Va., for erection of building for its branch factory. Structure will cost \$100,000.

**Norfolk-Shipbuilding Plant.**—Norfolk-Hampton Roads Shipbuilding & Dry-Dock Co., reported at length last week, states that the proposed plant will be built as soon as plans can be fully matured; also preparations are now being made to begin work. Contracts will be let for equipment as soon as specifications have been completed; temporary offices, 719-21-23 Citizens' Bank Building.

**Norfolk-Pickling Plant.**—H. J. Heinz Co. of Pittsburgh, Pa., will enlarge its pickling plant at Port Norfolk.

**Norton-Coal Mines and Coke Ovens.**—R. L. Brown of Big Stone Gap, Va., and associates, mentioned last week as to erect 100 coke ovens, have organized \$50,000 stock company to carry out their plans; they have also purchased 200 acres of coal lands, and will open mines.

**Radford-Machine Shops, etc.**—It is reported Virginia Iron, Coal & Coke Co. will locate machine shops, foundry and other plants at Radford; offices at Bristol, Tenn.

**Richmond-Ice Plant.**—H. L. Harris (Box 186) contemplates erection of 50-ton ice plant.\*

**Vesuvius-Box Factory.**—Rawlings & Mangus will establish box factory.

**Virginia-Coke Ovens.**—R. L. Brown, W. H. Hend and I. P. Kane of Virginia have purchased 200 acres of coal lands; will develop same and erect coke ovens. They can probably be reached by letters to Mayking, Ky.

**Williamsburg-Electric Light Plant.**—College of William & Mary contemplates erecting the electric-light plant mentioned last week, and if a definite decision is reached will be prepared to light the streets and private buildings besides its own structures. L. G. Tyler is president.

**Yorktown-Lumber Plant.**—York Lumber Co. is enlarging and improving the Collins-Whisper plant it bought recently. Equipments are being installed for manufacturing all kinds of building materials, boxes, etc.

#### WEST VIRGINIA.

**Ansted-Coal Mines and Coke Ovens.**—Loup Creek Colliery Co., recently reported incorporated with \$2,000,000 capital stock, has a subscribed capital of \$1,600,000, and has purchased

25,000 acres of coal land in Fayette county for development. It contemplates the erection of 1000 beehive coke ovens. An organization meeting will be held in New York December 5, and after that details will be decided. Address care W. N. Page at Ansted.

**Charleston-Coal and Iron Mines.**—West Virginia Coal & Iron Co., with a capital stock of \$100,000, by T. J. Carnuck and J. E. Clark of Charleston, Walter Fishback of Toledo, Ohio; M. J. Carnuck of Covington, Ky., and Ambros Abas of Cleveland, Ohio; purpose, to open coal and iron mines.

**Clarksburg-Ice Plants.**—Consumers' Ice Co. and Citizens' Ice Co. have consolidated as the Clarksburg Ice & Storage Co. and incorporated with capital stock of \$100,000. It is reported the plants will be improved.

**Corinth-Mercantile.**—Chartered: Corinth Supply Co., capitalized at \$5000, by S. H. Jordan of Corinth, H. S. Taylor of Baltimore, Md.; Rufus Wood of Sparrow's Point, Md., and others.

**Eureka-Gas and Oil Wells.**—Chartered: McElroy Oil & Gas Co., with a capital stock of \$20,000, by Joseph Barrickman and J. E. Donaldson of Eureka, J. A. Turner of St. Mary's, W. Va.; Riley Yeates of Smithfield, W. Va., and S. G. Dye of Salem, W. Va.; purpose, to drill for gas and oil.

**Fairview-Mercantile.**—Incorporated: Fairview Mercantile Co., with a capital stock of \$25,000, by J. Y. Hamilton, C. S. McElroy, Claude Pulliam, George W. Blaker and John F. Christie of Amos, W. Va.

**Huntington-Brick Works.**—Incorporated: West Virginia Paving & Pressed Brick Co., capitalized at \$50,000, to establish plant, by T. L. Evans, Geo. F. Miller, Rufus Switzer and A. W. Meninger of Huntington, and T. B. Williams of Clarksburg, W. Va. Thomas Williams is manager; office on Sixteenth street.

**Kenova-Lumber Plant.**—Incorporated: Kenova Poplar Manufacturing Co., with a capital stock of \$100,000, by W. A. Smith of Columbus, Ohio, and fourteen others; purpose, to manufacture lumber.

**Martinsburg-Coal Mining and Coke Manufacturing.**—Chartered: Atlas Coal & Coke Co., with a capital stock of \$300,000, by W. E. Stokes, G. C. Callahan, H. M. Kurtz, W. H. Trial and Charles Adamson of Philadelphia, Pa.; purpose, to mine coal and manufacture coke.

**Martinsburg-Lumber Company.**—Incorporated: Helmet Run Lumber Co., by W. E. Stokes, Griffin G. Callahan, H. M. Kurtz, W. H. Trial, all of Philadelphia, and Charles Adamson of Cedartown, Ga. The capital stock is \$30,000.

**Philippi-Light and Water Plants.**—Stewart Bowman, James E. Hall, S. A. Moore and others have incorporated Philippi Water & Light Co., with capital stock of \$40,000, to establish water-works and lighting plant.

**Ronceverte-Grocery.**—Chartered: Merchants' Grocery Co., with a capital stock of \$50,000, by M. F. Mohler of Charleston; Chas. Bare, R. C. Slaughter, W. C. Beard and W. R. Bowers of Alderson, W. Va.

**Weston-Coal Lands.**—It is reported that representatives of the Wabash Railroad (New York office at 136 Broadway) have purchased and will develop 50,000 acres of coal land in West Virginia. George Gilmore of Pittsburgh, Pa., and Weston, W. Va., is said to have made the deal.

**Wheeling-Foundry.**—Wheeling Mold & Foundry Co. contemplates installing 10-ton electric traveling crane and other heavy machinery.

**Wheeling-Iron Mining and Manufacturing, etc.**—La Belle Iron Works (owners and operators of iron mines and furnaces, coke ovens, etc.) will increase capital stock \$2,500,000 in order to provide capital for various purposes. The company operates in West Virginia, Ohio and Pennsylvania.

**Wheeling-Rolling Mill.**—L. G. Scovell and Pittsburg capitalists are organizing company to establish plant for rolling sheets, tubes and rods in copper and brass, etc. Engineers are now preparing plans and specifications for plant.

#### INDIAN TERRITORY.

**Addington-Brick Works.**—Chartered: J. L. Evans Pressed Brick Co., capitalized at \$30,000, by John Evans, C. W. Williams and others, to operate brick works.

**South McAlester-Electric Power Plant.**—Indian Territory Traction Co. will erect electric-power plant to furnish 1100 horse-power.

#### OKLAHOMA TERRITORY.

**Hollis-Mercantile.**—Chartered: Watson Mercantile Co., capital stock \$5000, by J. A. Watson of Mangum, O. T.; W. E. Leckie of Lawton, O. T.; S. I. Leckie, Rufus Connelia of Indianola, O. T.

**Kingfisher-Ice Company.**—Chartered: Kingfisher Ice Co., with \$50,000 capital, by Albert Beumell of St. Louis, Mo.; Henry Braun of Guthrie, O. T.; A. J. Seay of Mjo, O. T.; Bert and J. C. Robb of Kingfisher.

**Mishack-Mining.**—Chartered: Mishack Mining Co., with \$100,000 capital, by Julius Tuchband of Chicago, Ill.; C. Porter Johnson and J. W. Slack of Oklahoma City.

**Oklahoma City-Cotton Oil Refinery.**—Oklahoma Cotton Oil Refining Co. has been organized, with G. F. Lindsey as general manager, and will build plant of fifty barrels capacity daily; P. O. Box 715.\*

**Shawnee-Cannery.**—Incorporated: Shawnee Canning Factory, capitalized at \$10,000, by R. E. Timmons, G. M. Southgate and L. M. Eamsay.

**Shawnee-Planing Mill.**—Incorporated: Shawnee Planing Mill Co., capitalized at \$15,000, by G. V. Currie of Shawnee, J. R. Leboquest of Little Rock, Ark., and J. E. Leboquest of Hughes, I. T.

**Shawnee-Lumber Company.**—Chartered: McGahan Lumber Co., with a capital stock of \$10,000, by H. C. F. W. and Anne McGahan of Oklahoma City, O. T.

**Tonkawa-Mining.**—Chartered: Big Four Mining Co., with \$100,000 capital, by R. T. Brook, W. H. Poffenberger and M. Brook.

#### BUILDING NOTES.

\* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

**Abbeville, La.—Store Building.**—Horace Trahan will erect store building. Contract to be awarded to E. T. Yenzen.

**Baltimore, Md.—Apartment-house.**—F. W. Trimble has had plans prepared by Chas. E. Cassell for erection of 300,000 apartment-house 100x150 feet, to have all modern improvements.

**Baltimore, Md.—Theaters.**—James L. Kernan has decided on final plan for his proposed two theaters recently reported. In all, about \$450,000 will be expended. An electric plant to supply 5000 lights will be among the installations, also sprinkling system, heating plant, ventilating system, etc. John D. Allen Company of Philadelphia is the contractor. D. W. & G. H. Thomas are the general contractors.

**Baltimore, Md.—Residence.**—Dr. G. Irons will erect residence to cost \$15,000, and contract has been let to Ignatius Smith.

**Bowling Green, Ky.—Office Building.**—Independent Telephone Co. has bought site for erection of office and central station building.

**Charlotte, N. C.—Telephone Building.**—Southern Bell Telephone Co. has purchased site for erection of its proposed building three stories high, for offices, etc.

**Charlotte, N. C.—Hotel.**—Piedmont Realty Co. will build \$100,000 hotel, about \$40,000 more to be expended for furnishings.

**Chattanooga, Tenn.—Warehouse.**—Chattanooga Ice Co. has let contract for erection of warehouse 50x150 feet, one story, to cost \$3500.

**Dallas, Texas—Storehouse.**—Swift & Co. of Chicago will erect storehouse in Dallas; structure will be 75x100 feet and cost \$15,000. Plans have been prepared.

**Dallas, Texas—Mercantile Building.**—Madden-Graham Dry Goods Co. will erect six-story building 65x200 feet, to cost \$200,000.

**Gadsden, Ala.—Business Building.**—J. R. Hughes will expend \$6000 for erection of the two-story brick building 50x125 feet, mentioned last week. A. D. Simpson is architect. Contract not yet awarded.

**Gaffney, S. C.—Stable.**—Pong Mule Co. has let contract to L. Baker for erection of stable 40x100 feet.

**Hamlet, N. C.—Storehouse.**—Hamlet Wholesale Grocery Co. will erect brick storehouse.

**Houston, Texas—Theater.**—Cooke & Co. are preparing plans for erection of theater 75x100 feet at 711 Prairie avenue.

**Huntington, W. Va.—Schools.**—J. B. Stewart will prepare plans and specifications for erection of two city schools. Contracts will be let about February 1. Equipment will include slate blackboards, mechanical fan system for heat and gravity system for heat, modern closets, plate glass, etc.

**Jackson, Miss.—University Building.**—University of Mississippi has let contract to J. F. Barnes at \$7,000 for erection of building.

**Johnson City, Tenn.—Hotel.**—W. O. Phillips will build hotel.

**Kansas City, Mo.—Telephone Station.**—Home Telephone Co. will erect central station. C. A. Smith has been engaged to prepare plans; building to be three stories high.

**Keene, Texas—Depot.**—Dallas, Cleburne & Southwestern Railroad has let contract to Joe N. Wimberley for erection of depot.

**Lake Providence, La.—Hotel.**—Fischer Hotel Co. has incorporated, with capital of \$50,000, to build hotel; Jos. L. Fischer and others, incorporators.

**Marion, S. C.—Hotel.**—W. D. Carmichael will erect 15-room addition to hotel.

**McCormick, S. C.—Warehouse.**—W. W. Wardlaw is forming company to build warehouse.

**Memphis, Tenn.—Depot.**—Southern Railway has let contract to Fred B. Young at \$21,500 for construction of the proposed freight depot.

**Middlebourne, W. Va.—Bank Building.**—First National Bank has let contract to John Rea at \$941 for construction of bank building.

**Monroe, La.—Academy, etc.**—St. Hyacinth Convent has let contract to Garson Bros. of Shreveport, La., for erection of academy buildings to cost \$8000, to be two stories high and 4x80 feet in dimension.

**Montgomery, Ala.—Clubhouse.**—Standard Club has accepted plans by Frank Lockwood for erection of clubhouse.

**Mt. Olive, N. C.—Warehouse.**—Mt. Olive Tobacco Warehouse Co. contemplates building additional warehouses.

**Newberry, S. C.—Parsonage.**—Lutheran Church, Dr. McIntosh, pastor, will build parsonage to cost \$4000.

**New Orleans, La.—Cotton Warehouse.**—Jerome Hill of Memphis, Tenn., is organizing company to build cotton warehouse at New Orleans.

**Oklahoma City, O. T.—Theater.**—H. Overholzer and associates will erect \$75,000 theater, to have electric elevators, steam-heating plant, etc.

**Radford, Va.—Office Building.**—Virginia Iron, Coal & Coke Co. will build office building; offices now at Bristol, Tenn.

**Raleigh, N. C.—Warehouse.**—Oak City Warehouse & Investment Co., E. B. Barbee, president, will erect leaf tobacco warehouse.

**Richmond, Va.—Apartment-house.**—Virginia State Insurance Co. contemplates erecting five-story apartment-house; site purchased at \$10,000.

**Richmond, Va.—Hospital.**—John J. Gary of Roanoke, Va., has contract to build \$25,000 hospital at Richmond.

**Rogersville, Tenn.—Hotel, etc.**—Mrs. Sue M. Murray proposes organizing \$100,000 stock company to erect hotel and develop Hale Springs.

**Roland Park, Md.—Cottages.**—Roland Park Company is having plans prepared by Wilson Eyre of Philadelphia, Pa., for erection of two stone and frame cottages to cost \$16,000.

**Roland Park, Md.—Dwelling.**—Henry O. Reik has let contract to Roland Park Company for erection of dwelling to cost \$10,000. Plans by Albert Hayne of New York.

**Russellville, Ky.—Courthouse.**—Logan county contemplates erecting courthouse. Address "County Commissioners."

**Ruston, La.—Store Building.**—Ruston Hardware & Supply Co. will erect brick store building 56x130 feet.

**Ruston, La.—Store Building.**—Bry Bros. and others of Camden, La., will erect store building 50x120 feet at Ruston.

**San Antonio, Texas—Depot.**—International & Great Northern Railroad is having plans prepared for its proposed depot. Headquarters at Palestine, Texas.

**San Antonio, Texas—Seminary.**—Oblate Fathers of M. J. will expend \$40,000 for erection of seminary buildings.

**Sistersville, W. Va.—Bank Building.**—People's National Bank is having plans prepared for erection of office building; G. R. West, president.

**St. Augustine, Fla.—Dwelling.**—C. F. Hamblen has let contract to Clarke Edmister for erection of \$12,000 dwelling.

**Towson, Md.—Cottage.**—Edward B. Passano will erect cottage to cost \$8000.

**Union, S. C.—Church.**—First Presbyterian Church, mentioned last week as to build a \$10,000 edifice, is prepared to correspond with architects. Address Emale Nicholson, chairman of committee.

**Vicksburg, Miss.—Office Building.**—Herbert Shirk of Indiana has bought site at \$17,000 for erection of office building to be six stories high, 55x140 feet, of pressed brick and steel fireproof construction. Plans and specifications are being prepared by Geo. E. Myers.

**Washington, N. C.—Store Building.**—W. A. Blount will erect two-story brick store 26x30 feet, plate-glass front, etc.\*

**Wilmington, N. C.—Depot.**—Atlantic Coast Line will erect three-story brick and stone



passenger depot and office to replace structure burned last week. John R. Kenly is general manager.

## RAILROAD CONSTRUCTION.

### Railways.

Abbeville, S. C.—The Seaboard Air Line is enlarging its yard at Abbeville. W. W. Gwathmey, Jr., is chief engineer, Portsmouth, Va.

Atlanta, Ga.—The Atlanta Terminal Co., which is to build the new terminal railroad and union depot, has applied for a charter, the petitioners being J. S. B. Thompson, W. H. Taylor, L. L. McCleskey, W. A. Vaughan, J. L. Edwards, David W. Apple, Warren H. Fogg, Lucius V. Kennerly, William A. Stokes and Otis M. Ezell, all of whom are residents of Atlanta and connected with the several railroads interested in the new passenger station.

Baltimore, Md.—It is announced from New York that the Degnon & McLean Contracting Co. has received a contract for some preliminary work on the Western Maryland Tidewater Railroad, or extension of the Western Maryland proper, from a point near Howardville to the new terminal lands in the southern part of Baltimore city. F. S. Landstreet is vice-president and general manager of the Western Maryland Railroad; headquarters at Hillen Station, Baltimore.

Batesville, Ark.—The Dalhoff Construction Co. of St. Louis is reported to have the contract for building the railroad to the granite quarries, five and one-half miles from Batesville.

Brownwood, Texas.—Engineers for the St. Louis & San Francisco Railroad have gone to Brady to begin the survey from Brady to San Antonio.

Carrollton, Ala.—Mr. John T. Cochran, president and general manager of the Carrollton Short Line Railway, informs the Manufacturers' Record that it has constructed eleven miles of line from Carrollton to Alice City, in Pickens county, and will open it for business December 20.

Cedartown, Ga.—Mr. J. W. Bushnell, chief engineer of the East & West Railroad (Seaboard extension from Atlanta, Ga., to Birmingham, Ala.), writes the Manufacturers' Record that contractors are now at work on the line between Birmingham and Coal City. The line has been located between Rockmart and Atlanta, as well as the revision of line along the East & West Railroad. All parts will be put under contract immediately, with a view to completion next October.

Chicago, Ill.—It is reported from New York that the Rock Island system management has authorized the letting of contracts for constructing the proposed extension from Dallas to Galveston, Texas, nearly 300 miles. W. E. Dauchy is chief engineer, Chicago.

Clarksville, Tenn.—Work has begun on the extension of the Tennessee Central Railroad from Clarksville to Hopkinsville, Ky. The work is being done by the Tennessee Construction Co. of Nashville, of which R. E. Harwood is chief engineer.

Columbia, S. C.—The Lexington & Columbia Railway Co. has applied for franchises in Columbia. The petition says that the company is preparing to build a line from Lexington Courthouse to Brookland, and thence to enter Columbia.

Cumberland, Md.—Frank A. Parsons, engineer for the Western Maryland Railroad, is reported to be organizing a corps to survey for the connection with the West Virginia Central between Cumberland and Cherry Run.

Denison, Texas.—It is reported that the McMurray-Kaughman Company has secured the contract for the Rock Island extension from Milburn, I. T., to Denison, Texas.

Denison, Texas.—Work will begin immediately, it is reported, on the Platter cut-off to connect the 'Frisco's main line with the St. Louis, San Francisco & New Orleans Railroad, now under construction from Durant to Ardmore, I. T. It was formerly the Arkansas & Choctaw. Stoker & Ely are reported to have the contract.

Fort Smith, Ark.—Engineers for the Fort Smith & Western Railroad have, it is reported, begun a survey for a line to Spiro, fifteen miles west of Fort Smith.

Golden City, Mo.—The proposed Oklahoma Central & St. Louis Railroad, in which W. S. McCaul and others of Kansas City are interested, is reported to be a Rock Island system project, and Mr. McCaul is said to be arranging for construction between Golden City, Jerico and Carthage.

Guthrie, Okla.—The Atchison, Topeka & Santa Fe will, it is reported, build an extension from Springer, N. M., to Fort Worth, Texas, connecting with the Gulf, Colorado

& Santa Fe. J. Dun is chief engineer, Chicago, Ill.

Guthrie, Okla.—It is reported that the latest plans of the 'Frisco system are to extend the Denver, Enid & Gulf Line (now being completed from Enid to Guthrie) to Coalgate, I. T., 125 miles. A survey is also being made westward for 150 miles. C. D. Purdon is chief engineer, St. Louis, Mo.

Guthrie, Okla.—The Enid, San Diego & Pacific Railroad Co. has been chartered to build a line 1000 miles long from Enid, Okla., to San Diego, Cal. The incorporators are Oklahoma capitalists, who are said to be backing the 'Frisco extension now under construction from Enid to Guthrie; capital stock of the new company \$30,000,000.

Hickman, Ky.—The Charleston & Mississippi River Railroad Co., incorporated in Missouri, is reported to plan a 50-mile line from a point in Scott county to the Mississippi river opposite Hickman.

Hillsboro, Texas.—Seven carloads of rails for the Trinity & Brazos Valley Railroad have arrived, and grading is to begin as soon as a crossing question is settled. E. M. House of Austin and others are interested.

Houston, Texas.—Mr. E. B. Cushing, engineer maintenance of way of several Southern Pacific lines, writes to the Manufacturers' Record denying the report that the company will build a line from Victoria to Placido.

Jackson, Miss.—The Mississippi & Southeastern Railroad Co. has been organized under the charter granted for a line from Webb, Miss., to Helena, Ark., via Clarksdale, and touching the Mississippi river at Glendale. E. Spiedoch and others are the incorporators.

Jackson, Tenn.—It is rumored that the Illinois Central is surveying for a line from Jackson to coal fields in Alabama. D. Sloan is chief engineer of construction, Chicago, Ill.

Jacksonport, Ark.—It is reported that the Choctaw, Oklahoma & Gulf Railroad has made surveys for an extension about thirty-five miles from Jacksonport to Black Rock, F. A. Molitor is chief engineer, Little Rock, Ark.

Jonesboro, Ark.—Mr. F. G. Taylor, president of the Piggoit & Northwestern Railroad, writes to the Manufacturers' Record saying that the road is expected to be about fifty miles long, but the charter at present is only for twelve miles northwest from Piggoit, Clay county, Arkansas. It will reach a large tract of timber land, whence the line will turn southwest. Work will begin immediately.

Kansas City, Mo.—Mr. F. E. Wear, president of the Arkansas Western Railroad Co., writes to the Manufacturers' Record denying the reports that the road has been purchased by the Kansas City Southern. He says they are unfounded.

Kansas City, Mo.—It is announced that the Rock Island system has changed the route for the extension of the St. Louis, Kansas City & Colorado from Windsor, Mo., to Kansas City. The new survey leaves Warrensburg thirteen miles to the north, cuts out three big tunnels and takes in Chilhowie, Holden, Strasburg, Pleasant View, Lee's Summit and Raytown, and leaves Independence three miles to the south. W. E. Dauchy is chief engineer, Chicago, Ill.

Kansas City, Mo.—George J. Gould and Warren G. Purdy, the latter formerly prominent in the Rock Island system, have been elected directors in the Kansas City, Mexico & Orient Railway Co. As a result of this a trackage arrangement has been made under which the Orient will, wherever possible, use part of the Missouri Pacific lines to reach Kansas City.

Kentwood, La.—Mr. E. V. Preston, superintendent of the Kentwood & Eastern Railroad, informs the Manufacturers' Record that next year the company will probably build from Hackley to Franklinton, fifteen miles.

Knoxville, Tenn.—Engineers for the Knoxville, Kimberlin Heights & Sevierville Electric Railway are relocating its proposed line. There will be some heavy work.

Little Rock, Ark.—The Little Rock & Southern Railroad has been incorporated in the interest of the Rock Island system to build a line branching from the Choctaw, Oklahoma & Gulf division near Traskwood, Saline county, and running south to Princeton; thence southeast to Hampton, where it will branch, one line going to Vicksburg and the other directly south to Alexandria, La., via Crossett, Ark. Connection will be made with Little Rock from Benton northeast, twenty-three miles. The total length of line will be about 400 miles. The Hazen & Northern is another line incorporated for the Rock Island to extend the Searcy & Des Arc road, eighteen miles to Hazen and thirty-five miles from

Searcy to Heber. F. A. Molitor, chief engineer of the Choctaw, Oklahoma & Gulf (Rock Island system), appears as one of the incorporators of the larger road. His address is at Little Rock.

Livingston, Texas.—It is reported that Carlisle & Co., Kansas City, Mo., will build a lumber line about forty-five miles long via Livingston to connect with the Missouri, Kansas & Texas in Trinity county, and with the Warren, Corsicana & Pacific in Polk county.

Louisville, Ky.—The Southern Railway Co. has filed an amendment to its charter to build an extension from a point near Harrodsburg to Danville. B. C. Milner is engineer maintenance of way, St. Louis, Mo.

Louisville, Ky.—The Illinois Central Railroad is reported to have let a contract to a Chicago company for grading from Marion to the Ohio river (the Crittenden Springs survey) for a short line from St. Louis to Nashville. D. Sloan is chief engineer of construction at Chicago, Ill.

Louisville, Ky.—Mr. R. Montfort, chief engineer of the Louisville & Nashville Railroad Co., writes to the Manufacturers' Record saying: "We are now engaged in grading for a second track from a point a short distance south of Calera to Longview, Ala., a distance of about seven and one-half miles. The contract for this work has been let to Dunn & Lallande Bros. of Birmingham, and to John King of Louisville, Ky. It is expected to be completed early in February, 1903. The report of an extension from Altona to Gadsden is at least premature."

Metropolis, Ill.—It is reported that the St. Louis & San Francisco Railroad will build a line to Mayfield, Ky., bridging the Ohio river at Metropolis. C. D. Purdon is chief engineer at St. Louis, Mo.

Mexico, Mex.—It is reported that the Mexican Central Railway will build a feeder forty-four kilometers long from Ocotlan to Atotonilco, connecting with the Guadalajara branch. L. Kingman is chief engineer, Mexico, Mex.

Mexico, Mex.—Mr. W. T. Ingram, chief engineer of the Interoceanic Railway of Mexico, informs the Manufacturers' Record that the company has no intention of building to the Pacific coast, as was lately rumored.

Monte, Ga.—Mr. Frank R. Durden, general manager of the Millen & Southwestern Railroad, confirms the report that the company has begun the extension from Stillmore to Vidalia, twenty-one miles. The company is doing its own construction, and expects to complete the extension by June 1.

Natalbany, La.—The Manufacturers' Record is officially informed that the New Orleans, Natalbany & Natchez Railway Co. was recently incorporated by parties interested in the Natalbany Lumber Co. It is now being built between Natalbany and a point in St. Helen's parish, on the Tiekaw river. It is standard gauge, with 60-pound steel rails, and will eventually be built through the parishes of Tangipahoa and East Feliciana, with the ultimate purpose of reaching a point on the Mississippi river at or near Natchez.

New Orleans, La.—The Southern Pacific and the Illinois Central railroads have, it is reported, taken steps towards establishing a large union depot. E. B. Cushing is engineer maintenance of way for the Southern Pacific, office at Houston, Texas, and D. Sloan is chief engineer of construction of the Illinois Central, office at Chicago.

Oklahoma City, Okla.—The contract for the 'Frisco's line between Oklahoma City and Coalgate, I. T., is reported to have been awarded, and it is stated that grading will begin January 1.

Oxford, N. C.—It is reported that tracklaying has begun on the Oxford & Coast Line Railroad.

Parkersburg, W. Va.—Mr. Samuel D. Brady, chief engineer of the Little Kanawha Railroad Co., the Burnsville & Eastern Railroad and other Wabash lines, writes to the Manufacturers' Record that contracts for the construction of the line from Sandy Bend to Burnsville have been awarded to F. H. Clements & Co., 32 South Broad street, Philadelphia, Pa. This extension, it is understood, will be about seventy-one miles long. It is estimated that grading and masonry will cost about \$2,500,000, and tracklaying about \$500,000. A further extension is to be made from Burnsville to Belington, fifty miles, and it is also reported that from Parkersburg a 65-mile extension will be built to Zanesville, Ohio, contracts for which will be let soon.

Parkersburg, W. Va.—Chief Engineer Samuel D. Brady of the Little Kanawha Railroad writes to the Manufacturers' Record that he knows nothing about the reported extension to Weston. In this connection it may be noted a report that the Belington &

Northern Railroad of Belington, W. Va. (M. T. Arnold, president, Ridgway, Pa.), has been making surveys between Weston and the Little Kanawha line.

Pineville, Ky.—It is reported that a survey for an extension of the Cumberland River & Tennessee Railroad is being made by Capt. E. A. Wilder, locating engineer of the Knoxville, La Follette & Jellico Railroad, connection to be made with the Knoxville line.

Portsmouth, Va.—Concerning the report that the Seaboard Air Line Railway is making a survey to Boca Grande, Fla., the Manufacturers' Record is informed by a Seaboard official that the survey is being made by the United States & West Indies Railroad & Steamship Co. from Sarasota to Boca Grande, Fla. Construction of the line is now under way from the Manatee river to Sarasota. D. E. Maxwell is general superintendent of the latter company at Jacksonville, Fla.

Portsmouth, Va.—Vice-President and General Manager J. M. Barr of the Seaboard Air Line writes the Manufacturers' Record: "There is no truth in the statement that the Seaboard Air Line Railway has acquired the Macon, Dublin & Savannah Railroad."

Raleigh, N. C.—It is stated that tracklaying on the extension of the Raleigh & Cape Fear Railroad to Lillington will begin immediately. J. A. Mills is president and general manager at Raleigh.

Raleigh, N. C.—Augustus Mellier of Philadelphia and P. C. McNeely have been, it is reported, appointed receivers for the Carolina & Northern Railroad, the Atlantic Seaboard Company and the Southern Saw Mills & Lumber Co., all of which are associated. Mr. Mellier is reported as saying that the receivership will be only temporary, and that the line will be extended south to Charleston, S. C., and north to Raleigh and Durham. He is also president.

Roanoke, Va.—Mr. Charles G. Churchill, engineer maintenance of way of the Norfolk & Western Railway, writes to the Manufacturers' Record: "We are arranging to build a line from Cephas down Bluestone and up Widemouth to reach various coal properties both on Widemouth and beyond Clark's Summit."

Rutherfordton, N. C.—It is reported that the Southern Railway has made a survey for a new route from Mooresburg to Forest City. W. H. Wells is engineer of construction, Washington, D. C.

Savannah, Ga.—Mr. Cecil Gabbett, president of the Savannah & Statesboro Railway, writes to the Manufacturers' Record confirming the report that it is contemplated to extend the road through Bulloch county a distance of twenty or twenty-five miles. No definite understanding will be reached until the surveyors make their report.

Shawsville, W. Va.—It is reported that the Norfolk & Western Railway will soon let the contract for a line to open up coal lands of the Wenonah Coal & Coke Co., of which D. H. Barger is president and general manager at Shawsville. C. S. Churchill is engineer maintenance of way of the Norfolk & Western at Roanoke, Va.

Sherman, Texas.—It is reported that the Denison & Sherman Interurban Railway will immediately begin construction of an extension into the union depot.

Shreveport, La.—It is reported that the Southern Pacific Railway has acquired control of the Shreveport & Red River Valley Railroad, and will build a 25-mile connection to give a through line to New Orleans. F. L. Dougherty is chief engineer of the Shreveport & Red River Valley Railroad at Shreveport. Thornwell Fay, general superintendent of Southern Pacific lines in Louisiana, is reported from New Orleans as denying the story.

South Ripley, Ky.—E. E. Galbraith and others have, it is reported, received proposition from a syndicate to construct the Columbus & Ohio River Railway from Aberdeen to Washington Courthouse via Ripley, Georgetown and Hillsboro, about eighty-seven miles. The surveys are about completed.

St. Louis, Mo.—W. S. McChesney, Jr., general manager of the Terminal Railway Association, is reported to have awarded contracts valued at \$3,000,000 for terminal extensions and improvements to James Stewart & Co. of St. Louis and Fuller & Co. of New York.

St. Louis, Mo.—Mr. J. F. Hinkle, chief engineer of construction of the St. Louis & San Francisco Railroad system, informs the Manufacturers' Record that the report from Natchez, Miss., to the effect that engineers for the 'Frisco are surveying a line through Concordia parish, Louisiana, is without foundation in fact.

Topeka, Kan.—The Winfield & Southern Railroad has been chartered to build a stand-

ard-gauge line from Winfield southeast through Oklahoma, Indian Territory and Arkansas to Fort Smith, with a branch in the Indian Territory, to South McAlester. The directors are W. C. Robinson, P. H. Albright, J. T. Lafferty, J. E. Jarvis, W. E. Otis, J. B. Lynn, C. F. Holmes, C. T. Wells and A. H. Doane, all of Winfield.

Velasco, Texas.—It is reported that the Velasco, Brazos & Northern Railroad will immediately build an extension twenty miles long from Anchor to Duke. C. C. Waller is president, at Houston, Texas.

Village Mills, Texas.—The Kirby Lumber Co. is reported to be grading and standard-gauging its tramroad.

Walnut Ridge, Ark.—S. C. Dowell, vice-president of the Lawrence County Bank, and S. Kieglar, both of Walnut Ridge, and J. D. Goldman of St. Louis, are, it is reported, forming a company to build an electric railway from Walnut Ridge to Hoxie, about two miles. Mr. Dowell writes to the Manufacturers' Record confirming the report and saying it is expected to begin work in about ninety days. The name will probably be the Walnut Ridge & Hoxie Power & Transit Co.

Washington, D. C.—It is reported that the Chesapeake Beach Railway will be converted into a trolley line, and that F. W. Moffat, treasurer of the company, and Paul Y. Waters are interested. Address 1420 New York avenue, Washington.

Wellsburg, W. Va.—The Wellsburg & State Line Railroad is reported to be securing rights of way for its proposed line up Buffalo creek.

White Stone Springs, S. C.—Col. J. T. Harris, proprietor of the White Stone Lithia Hotel, writes to the Manufacturers' Record: "I am building an electric car line from White Stone Lithia Springs to White Stone, a station on the Southern Railway, a distance of two miles. The roadbed is graded."

#### Street Railways.

Fort Worth, Texas.—The Northern Texas Traction Co. has been given the right to extend its lines in several directions under an ordinance just passed by the city council.

Galveston, Texas.—The Galveston City Railway proposes to extend the West Broadway Electric Line.

Hattiesburg, Miss.—It is reported that negotiations will soon be closed to build a street-railway system in Hattiesburg.

Montgomery, Ala.—The Montgomery Traction Co., W. H. Ragland, president, and the Montgomery Street Railway Co., Raphael Semmes, general manager, have been granted franchises for extensions.

Raleigh, N. C.—Gen. J. S. Carr of Durham and other stockholders of the Raleigh Street Railway Co. are conferring about an extension and improvements.

Rome, Ga.—J. L. Bass and R. A. Denny are, it is reported, completing arrangements for extending the Electric Street Railway from Mobley Park to Lindale.

South McAlester, I. T.—Work has begun by the Grant Construction Co. on the proposed street railway.

#### Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Air Compressor.—Hotel Lanier, Macon, Ga., wants a second-hand air compressor; direct connected or electrically driven by a 500-volt current preferred; capacity from 50 to 100 feet of free air per minute at seventy-five pounds pressure.

Belting.—Eufaula Brick Manufacturing Co., Eufaula, Ala., is in the market for main belt and other belting.

Boiler.—See "Pump."

Boiler.—Bunn Lumber Co., Cronan, N. C., wants to buy second-hand boiler, 50 to 75 horse-power, locomotive boiler.

Boiler and Engine.—Baldwin Manufacturing Co., Bank, Md., will need boiler and engine.

Boiler and Engine.—Peninsula Brick Co.,

Salisbury, Md., wants prices on 100-horse-power boiler and 60-horse-power engine.

Boilers and Engine.—See "Lumber Plant."

Box Factory.—See "Woodworking Machinery."

Brick Machinery.—E. W. Church, Covington, Va., will need brick machinery.

Brick Machinery.—Eufaula Brick Manufacturing Co., Eufaula, Ala., will want cutting machine.

Brick Plant Machinery.—Egyptian Silica Process Brick Co., Fredericksburg, Va., needs sand driers (low price and not complicated), belt conveyors for taking brick away from press, dry mixers for sand and cement, wet mixers (pug mills) for mixing sand and liquid chemicals, and cars or barrows to handle tender fresh bricks.

Bridges.—Bids will be opened January 5 for construction of five small steel bridges in Allegany county, Maryland. Address "County Commissioners," Cumberland, Md.

Briquette Machinery.—M. M. O'Malley, Box 378, Evanston, Wyoming, wants small machine for making briquettes from coal findings.

Building Material.—See "Lumber Plant."

Building Materials.—W. A. Blount, Washington, N. C., will need repress brick or granite brick for store front, steel girders, iron columns, plate glass, etc.

Cannery.—R. M. Barker, Carrollton, Ky., wants to buy equipment for cannery.

Carousals.—W. H. Bussey, Cordele, Ga., wants addresses of makers of merry-go-rounds.

Cement-making Equipment.—Henry Thoele, Florence, Ala., wants prices on cement-making equipment.

Charcoal Buyers.—E. G. Bradley, Citronelle, Ala., wants addresses of buyers of charcoal.

Compressing Machinery.—See "Briquette Machinery."

Corn Mill.—James A. Dezell, Mt. Pleasant, Fla., wants 30-inch upper runner geared corn mill.

Corn Mill.—W. R. Conklin, Lexington, Tenn., is in market for corn mill and sheller.

Corn Mill.—O. W. Bentley, 1535 Nineteenth street, Denver, Col., wants mill to grind corn shucks, cob and all, into fine chop and meal, not requiring more than ten horse-power; also wants device for sacking grain and meal in even-weight sacks.

Crematory.—David Price, quartermaster, Fort Getty, S. C., will open bids December 23 for constructing garbage crematory and shed therefor. Information furnished on application.

Dredging Boat and Plant.—Chief of Engineers, U. S. A., Washington, D. C., will open bids January 15 for building steel hull, furnishing and installing pumping and propelling machinery for suction dredge, and for ponton pipe line. Particulars on application.

Dryer.—See "Fertilizer Machinery."

Electric-light Plant.—C. O. Freeman, Leconte, La., is in market for dynamo and engine, second-hand, for 150 lamps.

Electric-light Plant.—Baldwin Manufacturing Co., Bank, Md., will need dynamo and supplies for 50-light plant. See "Boiler and Engine."

Electric-light Plant.—Campbell Electric & Machine Manufacturing Co., 16 Mitchell street, Atlanta, Ga., wants electric-light plant, direct-connected 500-light outfit, 115 to 125 volts, direct current, second-hand.

Electric-light Plant.—S. C. Dowell, Walnut Ridge, Ark., will want equipment for 2400-light plant, including boiler and engine, etc.

Elevator.—Gale-Chaney Company, Bonham, Texas, will want elevator for store building.

Fertilizer Machinery.—Robt. S. Armstrong & Bro., Foundry street and W. & A. Ry., Atlanta, Ga., are in the market for a large fertilizer dryer.

Graphite Machinery.—See "Mining Machinery."

Harbor Improvements.—U. S. Engineer Office, Galveston, Texas. C. S. Richie, captain, engineers, in charge, will open bids December 10 for nearly \$1,000,000 worth of jetty work at Galveston, Aransas Pass and Brazos river jetties.

Ice Plant.—Jas. K. Glennon & Co., Mobile, Ala., want estimates on 5 to 10-ton ice plant.

Ice Plant.—H. L. Harris, Box 186, Richmond, Va., wants prices on 50-ton ice plant complete.

Irrigation Machinery.—Colorado Agricultural Co., W. D. Warner, manager, Eagle Lake, Texas, will want complete irrigation plant, to include 40-horse-power engine, 60-horse-power boiler, heater, feed pump, shafting, boxes, etc., or two 22-horse-power gasoline engines with shafting, etc.; will also

want two six or eight-inch centrifugal pumps. Estimates wanted f. o. b. Eagle Lake; machinery to be guaranteed one year.

Iron-works Equipment.—Neches Iron Works, Beaumont, Texas, will need electric traveling crane and multiple drill, three, four or five-spindle adjustable table, second-hand.

Laundry Plant.—Jas. K. Glennon & Co., Mobile, Ala., want estimates on steam-laundry plant.

Light Station.—Lighthouse Engineer, U. S. A., Mobile, Ala., will open bids January 8 for furnishing materials and labor necessary to erect Sabine Bank light station, in accordance with plans and specifications. Blank forms and information furnished on application.

Lime-kiln.—E. W. Church, Covington, Va., will need lime-burning supplies.

Locks and Dams.—Captain Corps of Engineers, U. S. A., Mobile, Ala., will open bids December 23 for building locks and dams Nos. 1, 2 and 3 in Alabama river. Blank forms and other information furnished on application.

Logging Supplies.—P. H. York, San Juan Bautista, Tabasco, Mexico, wants catalogues of logging supplies.

Lumber Plant.—J. H. Macleary, Suffolk, Va., wants a No. 1 7x3 cylinder double-drum Lidgetwood log-skidder, four miles of 20-pound steel rails and one mile of 30-pound relaying, second-hand.

Lumber Plant.—Allen Bros. & Wadley Co., Allentown, La., is in market for saw-mill, shafting, pulleys, chain, nails, roofing, piping, fittings, bolts, two 60x16 boilers, 20x24 slide-valve engine, fire-brick, cement and 300-light 16-candle-power dynamo.

Machine Tools.—See "Iron-works Equipment."

Machine Tools.—Bamberg Iron Works, Bamberg, S. C., will want 10 or 12 feet by 20 or 24-inch swing lathe, second-hand (Lodge & Davis, Lodge & Shipley or American Tool Works make); also 24-inch drill press, 24-inch planer and shaper, stocks, dies and small bolt and pipe machine.

Machine Tools.—F. A. Bentley, Fayette, Ala., wants shaper and iron planer.

Meal Mill.—See "Corn Mill."

Mining Equipment.—Kentucky Mining & Improvement Co., John L. Moore, treasurer, 611 Majestic Building, Indianapolis, Ind., will need core drills, etc., to prospect for coal and asphaltum.

Mining Machinery.—Edw. McDowell, 147 Ivy street, Atlanta, Ga., wants hand-power core drill for boring 100 feet.

Mining Machinery.—F. C. Christian, 830 E. Main street, Richmond, Va., wants to correspond with makers of machinery for mining, washing and grinding graphite.

Mining Tools.—Madison County Coal Mine Co., Gurley, Ala., will need mining tools.

Oil Mill.—R. J. Camp, Franklin, Va., wants information as to operation of cottonseed-oil mills; also estimates on cost of small plants.

Oil Refinery.—Oklahoma Cotton Oil Refining Co., G. F. Lindsey, general manager, P. O. Box 715, Oklahoma City, O. T., wants estimates on oil refinery, fifty barrels capacity daily, second-hand equipment.

Portable Houses.—Alex. Campbell, Buckingham, W. Va., wants addresses of makers of portable houses.

Power Plant.—Bureau of Supplies and Accounts, Navy Department, Washington, D. C., will open bids December 23 for furnishing a complete power plant at naval station in New Orleans. Blank forms furnished to applicants.

Printing Equipment.—Radical Remedy Co., J. L. Riddle, Hickory, N. C., will need printing press and type, lithographed labels, cartons, etc.

Pump.—P. H. York, San Juan Bautista, Tabasco, Mexico, wants prices on and description of steam boiler and pump to have three-quarters-inch discharge, for low-pressure work, to burn wood; must be packed in bundles not weighing over 100 pounds each, for transportation by mule-back.

Pumps.—Southwestern Brick & Tile Manufacturing Co., 714 Austerlitz Building, New Orleans, La., wants bids on large centrifugal pumps.

Quarrying Machinery.—E. W. Church, Covington, Va., will need rock-quarrying machinery.

Railway Equipment.—Elevated Whirling Scenic Railway Co., 1342 Aubert avenue, St. Louis, Mo., will need trolley wires, engines, electrical machinery, etc., for construction of amusement railways throughout the United States.

Railway Equipment.—C. O. Freeman, Leconte, La., is in market for 10-ton geared locomotive, three-foot gauge, second-hand.

Railway Equipment.—Bowen & Street, 600 Citizens' Bank Building, Norfolk, Va., are in market for small standard-gauge street cars; also for second-hand 42-inch-gauge locomotive weighing about 50,000 pounds.

Sewers.—Sewerage and water board, 602 Carondelet street, New Orleans, La., will open bids February 2 for construction of about ninety-six miles of sewers and appurtenances, of which seven miles will be brick or concrete sewers from 72 to 27 inches diameter, laid from 10 to 24 feet deep, and eighty-nine miles will be pipe sewers from 36 to 8 inches diameter, laid from 5 to 20 feet deep. There will be about 1100 manholes and 400 flush-tanks. Work will be divided into eight contracts. Specifications, etc., may be obtained on application; also can be seen at office of Hering & Fuller, consulting engineers, 170 Broadway, New York.

Traveling Crane.—See "Iron-works Machinery."

Well-drilling Equipment.—Comrey Oil Co., White Oaks, N. M., is in market for oil-well-drilling rig of 3000 feet capacity.

Woodworking Machinery.—M. C. Wade, Texarkana, Texas, wants estimates on box equipment; will invest about \$5000.

Woodworking Machinery.—Sparta Manufacturing Co., Sparta, N. C., wants planer and matcher, plow-handle shaping machine, insulator-pin machinery, etc., second-hand.

Woodworking Machinery.—F. S. Cramer, Rossford, Pa., wants addresses of makers of machinery for manufacturing pins, brackets, curtain poles, etc.

Woodworking Machinery.—Continental Chair Co., Mebane, N. C., wants single surface, 30-inch, second-hand.

Woodworking Machinery.—M. L. Peery, North Tazewell, Va., wants to buy second-hand planer.

#### TRADE NOTES.

Second-hand Machinery.—Barton Myers, Norfolk, Va., has second-hand knitting machinery for sale. This is in good condition, and is offered at reasonable prices. The list is extensive.

Large Order.—F. C. Huick & Sons, Ronse-laer, N. Y., have ordered of the New York Continental Jewell Filtration Co., Mills Building, New York, N. Y., a very large filter plant. This will be placed in the felt mills owned by the first-named company.

Will Build Addition.—Schumacher & Boye, Queen City avenue and Buck street, Cincinnati, Ohio, have purchased property 100x200 feet, and will build an addition to their plant. For this work they will be in the market for several carloads of yellow-pine lumber. Schumacher & Boye are successful manufacturers of machine tools.

Coal Land for Sale.—J. A. August, Pine Hill P. O., Rockcastle county, Kentucky, offers an equipped coal mine for sale. This is to be sold on the basis of one cent per ton for the estimated available coal on the land, which is suitable for coking. The land has also limestone and clay suitable for the manufacture of cement and fire-brick.

To Mine Sienna.—J. T. Roberts, Montgomery, Ala., wishes to correspond with experienced parties with reference to a recently discovered deposit of sienna near the corporate limits of Montgomery. There is said to be a practically inexhaustible supply of high-grade paint material in this deposit, which, by reason of excellent transportation facilities, can be easily moved.

Marble Proposition.—Box 46, Jackson, Ala., owns a large deposit of marble, several miles in extent, lying close to cheap water transportation, which he wishes to sell or lease. The color of this stone varies from gray to rich yellow; it takes a very fine polish. Samples will be sent on application. This property may be obtained on reasonable terms and a monopoly of the field secured.

Heavy Shipments.—News has been received of an unusually extensive export business in connection with a home business, always large and lately greatly increased, which the S. Obermayer Company, Cincinnati, Ohio, is conducting. On November 21 carload shipments of plumbago foundry facings and other supplies were made to South America. Recent large shipments have been made to Havana, Hamburg, London, Tokio, Canada and Mexico.

Baker Engines.—The Baker Engine & Machine Co., 114 North Third street, Philadelphia, Pa., manufacturer of complete steam plants, woodworking machinery, pumping machinery, hoisting engines, engines and boilers, has closed the contract to furnish two large engines to the Cumberland & Frostburg Trolley Road. This new power



house will be located at Lonaconing, Md. The engines in the Frostburg power-house were also furnished by this firm.

**Plant and Business for Sale.**—The plant, stock and all assets of the firm of H. William Dopp & Son, Buffalo, N. Y., except book accounts and bills receivable, will be sold, sealed bids, if accompanied by 5 per cent. of the amount of the same, will be received by E. C. McDougal, receiver, 236 Main street, Buffalo, N. Y., until noon, December 9. Information concerning this plant, at which a very extensive line of machinery, vacuum pans, steam-jacketed kettles and agitators, power soap crotchers, etc., has been manufactured, will be furnished by the receiver, who reserves the right to reject any and all bids.

**Ball Engines.**—The American Sugar Refining Co., Jersey City, N. J., recently purchased a direct-connected electrical unit, consisting of a 250-horse-power engine and alternating machine. The generator was furnished by the Westinghouse Electric & Manufacturing Co., Pittsburg.

The Bishop & Babcock Company, Cleveland, Ohio, has installed an electrical unit, consisting of a Westinghouse alternator direct-connected to the engine.

The Pennsylvania Railroad Co. has started at the Altoona, Pa., shops a 450-horse-power engine.

These three engines were sold by the Ball Engine Co., Erie, Pa.

**Maker of Good Machines.**—The Hermance Machine Co., First and Campbell streets, Williamsport, Pa., maker of first-class wood-working machinery, is doing an extensive business. This firm makes saw benches, planers, shapers, molders, hand planers and machinery of entirely new and special design at its complete and well-equipped plant. Inventing and designing of especial machinery is a feature of its work. These machines are durable, rigid, strong and simple; not liable to mishaps, and not difficult to repair. A. D. Hermance and C. D. Marsh, formerly president and superintendent, respectively, of the Rowley & Hermance Co., are president and treasurer of this company.

**Star Whitewashing Machines.**—The United States government recently ordered eighty Star whitewashing, painting and disinfecting machines for fighting an epidemic of cholera in the Philippines. These machines are manufactured by the Star Brass Works, 67 South Canal street, Chicago, Ill., and are well adapted for cleansing and disinfecting purposes. This order was placed through the Manila agents of the firm, and was executed and the machines shipped for the Philippines within ten days from its receipt. A duplicate order has been placed since. The health authorities are reported as pleased with the results obtained by use of these machines; 500 feet additional floor space has recently been added to the works of this firm.

**A Bargain.**—The Tennille Cotton Mills, Tennille, Washington county, Georgia, costing more than \$110,000, brand new, never having been operated and entirely ready to begin, is offered for sale at an upset price of \$50,000 to a prompt buyer. Until December 10 private bids, if accompanied by a certified check for \$10,000, will be received on this property by N. B. Corbin, special commissioner, Macon, Ga. The building is a substantial two-story brick structure, with a capacity in room and power for double the amount of machinery now in it. In connection with the mill proper is a brick cotton warehouse, ample water supply, railway track, operatives' cottages, twenty-two acres of land and an electric-light plant now furnishing lights to the residences and stores in Tennille. The plant is at present equipped with 4000 mule spindles and all necessary equipment.

**Ice Machinery.**—The York Manufacturing Co., York, Pa., an extensive and successful manufacturer of ice-making and refrigerating machinery, has recently booked a number of good orders. Among these are the following: Fifteen-ton ice plant for Cook & Atchley, Trenton, N. J.; 10-ton ice plant for R. Greene, Greenville, N. C.; 15-ton ice-making machine for the Flat Top Ice & Cold Storage Co., North Fork, W. Va.; 30-ton ice plant for Dover Brewing Co., Canal Dover, Ohio; machinery for Queen City Ice & Cold Storage Co., East St. Louis, Ill.; 15-ton ice plant for Heekle & Kellogg, Cape Charles, Va.; 25-ton ice-making machine and a 10-ton freezing and distilling outfit for D. J. Crowley, Georgetown, S. C.; 50-ton brine tank and coils for the Augusta Brewing Co., Augusta, Ga.; 15-ton freezing outfit for Beare Bros., Humboldt, Tenn., and a 25-ton plate-freezing system for Beehive Hygiene Ice Co., Brooklyn, N. Y.

**American Machinery in Asia.**—The plant of the Seoul Electric Co., said to be the largest single electrical plant in Asia, was built for the Korean Company by an American firm, Colbran & Bostwick, who hold the property under mortgage. The company operates an overhead trolley road twelve miles long, and with the same power furnishes incandescent and arc lights for the city. The generating machinery consists of two 120-kilowatt double-current generators from the Westinghouse Electric & Manufacturing Co. of Pittsburg. The boilers are of the Babcock & Wilcox type. The special point about the generators is that they produce direct current at 550 volts for use of the cars, and at the same time alternating current for the electric lighting. There are something over 1400 incandescent lights, besides the arc lights in use. High voltage alternating current is most advantageous for a city like Seoul, where lights are scattered over long distances. The consulting engineer is a Japanese, a graduate of the Massachusetts Institute of Technology.

**Sales of Refrigerating Machinery.**—The following contracts have recently been closed by the A. H. Barber Manufacturing Co., 229-231 South Water street, Chicago, Ill.: Two 25-ton compressors, with engines, piping, etc., to be installed in the plant of the Hutchinson Cold Storage Co., Hutchinson, Kan.; one five-ton ice-making and refrigerating plant, to be installed in the Glenwood Hotel, Riverside, Cal.; one three-ton refrigerating plant, to be installed in the market of John Lueschen, Davenport, Iowa; one 13-ton refrigerating plant for the Big Elm Dairy Co., Ontario Center, N. Y., and one of two and one-half tons capacity for the same company, to be installed in its creamery at West Walworth, N. Y.; one two-and-one-half-ton plant for the Summit Creamery Co., Summit Station, Ohio; one complete one-ton ice plant for the Allis-Chalmers Company, Chicago, Ill.; one six-ton plant for ice-making and refrigerating, to be installed in the Avenue Hotel, Hot Springs, Ark.; one 12-ton compressor and accompanying equipment to the Hastings Industrial Co., Chicago, Ill., and refrigerating and ice-making plant of three tons capacity, to be installed in the Palmer House, Paducah, Ky.

**New Equipment Company.**—The Cincinnati Equipment Co. is a new Ohio corporation organized by Mr. Isaac Joseph of Cincinnati, Ohio; Mr. Morris Joseph of Chicago, Ill., and Mr. P. B. Warner of Covington, Ky. These gentlemen are the principal stockholders. Messrs. Isaac and Morris Joseph are well known because of their connection with the Isaac Joseph Iron Co., with offices in Cincinnati, Chicago, Havana, Cuba, and Mexico. The same parties are also the principal stockholders in the Edna Smelting & Refining Co., Cincinnati, Ohio, and have long been engaged in the railroad supply business, with a large acquaintance among railway and construction people. Mr. Warner is also widely known among railway and timber men, and with such a personnel the new equipment company has every chance of becoming a large factor in the railway-equipment business. A plant has been purchased at Riverside, Cincinnati, Ohio, formerly the Riverside Rolling Mill Co. This is a large property with first-class facilities, and the new owners are busy remodeling the buildings and fitting them in shape for the purpose of reconstructing and rebuilding all manner of railway and contractors' equipment, the specialties being locomotives, freight cars, steam shovels, etc.

**Many and Large Orders.**—A list of thirty-four recent contracts ranging from five-ton ice-making plants to 25-ton refrigerating establishments has been received from the Fred W. Wolf Company, 139 Rees street, Chicago, Ill. Nearly half of these contracts and some of the largest were to Southern firms and to Southern towns. J. C. Sempiez, Eagle Lake, Texas, ordered a 10-ton ice-making plant; A. Dumser & Co., New Orleans, La., a six-ton refrigerating plant; T. G. Hartwell & Son, Mobile, Ala., a 12-ton refrigerating and a two-ton ice-making plant; Bent. Mt. Apple & C. S. Co., Roanoke Va., 12-ton refrigerating plant; Italy Water Co., Italy, Texas, 10-ton ice-making plant; Sherman Oil & Cotton Co., Sherman, Texas, 50-ton refrigerating plant; Brownwood Ice & Light Co., Brownwood, Texas, 18-ton refrigerating plant; Buffalo Cotton Mills, Union, S. C., 40-ton ice-making plant; Beaumont Ice, Light & Ref. Co., Beaumont, Texas, 75-ton ice-making plant; R. H. Ware, Uniontown, Ala., 10-ton ice-making plant; W. D. Wade, Timpsen, Texas, 10-ton ice-making plant; Hope Ice & Coal Co., Hope, Ark., 10-ton ice-making plant; Chas. Baumgartner, Brunswick, Ga., 30-ton refrigerating plant. There were many other large orders for Southern and foreign firms beside the number mentioned above.

**Machinery Sales.**—The Vilter Manufacturing Co., builder of refrigerating and ice-making machinery, Corliss engines, brewers' machinery and bottling outfits, Milwaukee, Wis., recently closed contracts with the following parties: Schermerhorn-Shotwell Company, Des Moines, Iowa, one 20-ton refrigerating machine; Rock Island Brewing Co., Rock Island, Ill., 100-ton refrigerating machine; Cosmopolitan Hotel, New Orleans, La., 15-ton refrigerating and three-ton ice plant; Standard Brewing Co., New Castle, Pa., 50-ton refrigerating machine; Pittsburg Brewing Co., Iron City Brewery, Pittsburg, Pa., one duplex 350-ton refrigerating machine; Fred. Schriber Brewing Co., Joliet, Ill., two 50-ton refrigerating machines; Middle West Brewing Co., Joplin, Mo., 60-ton refrigerating machine and 50-ton ice plant; New Kensington Brewing Co., New Kensington, Pa., 100-ton refrigerating machine and 25-ton ice plant; American Brewing Co., Bennett, Pa., one 100-ton refrigerating machine; Goerner & Co., Johnstown, Pa., 50-ton refrigerating machine; American Candy Co., Milwaukee, Wis., 12-ton refrigerating machine; Oliver Chilled Plov Co., South Bend, Ind., two 13-ton refrigerating machines with four-ton ice plant; Columbus Brewing Co., Columbus, Ohio, direct expansion ammonia piping; H. Annegers & Bro., Dayton, Ohio, one ammonia condenser, and one or more Corliss engines of different sizes to the following: Gutmann & Co., Chicago, Ill.; Wausau Paper Mills, Brokaw, Wis.; Louisiana Central Lumber Co., Clarks, La.; Wm. Henning Vinegar Works, Chicago, Ill.; Lamar Light & Water Co., Lamar, Mo.; City Water and Light Department, Fort Atkinson, Wis.; Ewart Building, Chicago, Ill.; Warner Starch Co., Waukegan, Ill.; Hilgen Manufacturing Co., Cedarburg, Wis.; Rock Island Sash and Door Works, Rock Island, Ill.; American Candy Co., Milwaukee, Wis., and Boland & Gschwind Co., Ltd., New Orleans, La.

## TRADE LITERATURE.

**Mailing Card.**—The Flintkote mailing cards are always clever and well arranged. One has just been received from the maker of this roofing, J. A. & W. Bird Company, Boston, Mass., which is like the others in these respects. Flintkote has been successfully manufactured by this firm for a long time.

**Sparks from the Anvil.**—The November issue of "Sparks from the Anvil," the monthly publication printed by the Crucible Steel Co. of America, Pittsburg, Pa., and devoted to the better knowledge of steel and its treatment, has been received. The subscription price of this interesting journal is twenty-five cents per annum. It is well edited and well printed.

**Centering and Cutting-Off Machines.**—Two leaflets, one describing the cutting-off machine and the other the new model two-spindle centering machine manufactured by Pratt & Whitney, Hartford, Conn., have been received. These leaflets are well illustrated, and describe well these two machines, which are only a part of a large line of special machinery manufactured by this firm.

**Belt Conveyors.**—Bulletin No. 4 has been received from Stephens-Adamson Manufacturing Co., Aurora, Ill., descriptive of belt conveyors and carriers of this make. These bulletins are published for the purpose of bringing before the trade this standard line of appliances, their application under various conditions, and also to illustrate and describe this firm's method of manufacture as from time to time developed.

**From Boston & Maine Railroad.**—The November issue of the Boston & Maine Messenger, published monthly by the passenger department of the Boston & Maine Railroad, Boston, Mass., and circulated at twenty-five cents per year, has been received. This is an interesting and well-illustrated number of a publication always of interest. "Lynn, the 'Shoe City,'" is the leading article. The other ten pages are equally well filled.

**Turbines.**—De Laval steam turbines are effectively described in a bulletin just received from the De Laval Steam Turbine Co., 74 Courtlandt street, New York. De Laval turbines are said to be ideal steam engines, with maximum simplicity of construction and affording high thermal efficiency while fulfilling severe power requirements and meeting many exacting and trying conditions, under which an engine less carefully made would fail.

**An Interesting Publication.**—"Graphite" is the title of the monthly magazine, the December issue of which has just been received, issued by the Joseph Dixon Crucible Co., Jersey City, N. J. This is published in the interests of Dixon's graphite productions, and for the purpose of establishing a better

understanding in regard to the different forms of graphite and their respective uses. This is an unusually interesting number of an always interesting magazine.

**Bargain Lists.**—Three sheets of lists have been received from Thompson, Son & Co., 114-116-118 Liberty street, New York city, N. Y. On one of these direct-connected units for immediate delivery are listed; on the second a wide assortment of engines, boilers, alternators and alternating current machinery; the third lists are lamps. Thompson, Son & Co. have engines, boilers, dynamos, motors, railway motors, locomotives, cars, rails, armatures and lamps for immediate delivery.

**Gas Engines.**—A special catalogue of high-grade gas and gasoline engines has been received from the Columbus Machine Co., Columbus, Ohio. This firm has been widely known for fifty-four years as a builder of motive power, and began with the building of steam engines almost at their introduction. At this time the Columbus Machine Co. is well equipped for and is furnishing one of the most complete types of gas and gasoline engines in use at present, with all parts and features worked out carefully.

**Blotters.**—The Baltimore Belting Co., 6 East Lombard street, Baltimore, Md., began business a little over one month ago with a capacity of 300 butts per day, and is now working day and night to get out the rush of work. Neat blotters, advertising this firm's product, have been received. This belting is made from slow-tanned oak leather by expert belt makers, and from the best center stock, to stand any and all kinds of leather-belt work. It is thoroughly stretched, made in any width, and guaranteed.

**Elevating and Conveying Machinery.**—A large catalogue has been received from the Jeffrey Manufacturing Co., Columbus, Ohio. This firm manufactures extensively chain belting and steel cable, elevating and conveying machinery. This catalogue is profusely illustrated. The photographs are of machinery made by this firm in actual use, and give a general idea, from the varied nature of the establishments using them, of this line of elevating and conveying machinery. It is adaptable to almost any industry. The catalogue contains 570 pages.

**Patent Steam Pumps.**—A little book, containing a brief illustrated description of a few sizes and styles of Hooker steam pumping machinery, has been received from the maker, the Reliance Machine and Tool Works, Channing and Franklin avenues, St. Louis, Mo. These pumps are simple in construction, positive in movement, durable, having few parts to wear, and are not liable to get out of order. The booklet is convenient and useful, and will be kept for reference by engineers and users of steam pumps. A large catalogue and prices will be sent on application.

**Belt Conveyors.**—A booklet filled with illustrations of belt carriers and devoted to descriptions of belt conveyors has been received from Stephens-Adamson Manufacturing Co., Aurora, Ill. These belt conveyors are used in various industries throughout the country for handling nearly all kinds of raw and finished products. As an engineer and manufacturer, this firm undertakes the designing and furnishing of complete equipment for handling any kind of material, and solicits correspondence pertaining to the subject of conveying and elevating machinery. The booklet is interesting.

**Attractive Town Booklet.**—With the compliments of the Dominion National Bank, Bristol, Va., Tenn., is being mailed an attractive book describing Bristol, under the title, "Bristol, Va.-Tenn." This is a wide-awake town, liberal to enterprises, new and old. It is well situated for manufacturing industries, and has a number of these already. This souvenir catalogue is an exceedingly interesting one. It is well arranged, well illustrated with photographs of the most prominent buildings of the place, and contains in its reading matter information of importance to those looking around for a favorable location for a manufacturing enterprise.

**B. Marin de Espinosa, No. 5 Astarion, Bilbao, Spain,** writing to the Manufacturers' Record in advocacy of closer commercial relations between Spain and the United States, encloses the announcement of the establishment of monthly steamship service between New York and Santander and Bilbao, taking cargo for every port in the north of Spain.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters. Items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## Review of the Baltimore Market.

Office Manufacturers' Record,

Baltimore, Md., December 3.

A profound dullness born of tight money appears to have fallen upon the Baltimore stock market. During the past week the transactions have been much contracted on account of this influence, aided by the course of Wall street. As a result, the usually active Seaboard issues have displayed stagnation, and little else showed movement to relieve the prevailing quiet. United Railways were dull, with a tendency to lower figures, and had it not been for some little speculation in the income bonds on account of the interest attaching to the payment of the December coupon, these issues would have also dropped almost out of sight. The 4½ per cent. bonds of the United Light & Power Co. figured a little in the trading, but at steady prices. Cotton Duck issues were hardly heard of, and there was practically nothing doing in G. B. S. Brewing securities. Trust-company shares exhibited a little movement, and there were a few transactions in bank stocks. Other investment securities were in only very moderate demand.

In the trading United Railways common sold down from 123¼ to 12; the income bonds, prior to the payment of the interest, sold from 69 down to 68½, and afterwards from 66¼ down to 65½, with a recovery to 66¼, at which they were steady, and the 4 per cents sold from 95¼ down to 94¼. Light & Power preferred sold at 38, and the 4½s were steady at 84¼; Consolidated Gas stock at 70½, and the 5 per cents at 114. Seaboard common was marked by small sales between 26½ and 26¾, and the preferred at 45. The 4 per cent. bonds sold between 83¾ and 83¼, and the 5 per cents between 101¾ and 101¼. Cotton Duck incomes sold at 38. G. B. S. 1sts changed hands at 49½.

In the trust-company group, Colonial sold at 31 and 32; Baltimore Trust & Guarantee at 310, and Union Trust at 72. Fidelity & Deposit was traded in at 165; United States Fidelity & Guaranty at 152, and Maryland Casualty at 53½. Bank stocks sold as follows: Maryland National, 18; Farmers and Merchants' 70½; Bank of Baltimore, 125; Drovers and Mechanics' 300; Mechanics, 31¾, and Western at 40.

Other securities traded in were as follows: Alabama Consolidated Coal & Iron common, 36; Anacostia & Potomac 5s, 99; Central Railway Extension & Improvement 5s, 116¼; Atlantic Coast Line stock, 153; Knoxville Traction stock, 27; Knoxville Traction 5s, 101; Columbia & Greenville 1sts, 118; Norfolk & Carolina 5s, 120; Baltimore, Catonsville & Ellicott Mills 5s, 111¼; North Baltimore 5s, 119¾; Norfolk Railway & Light common, 13; Virginia Midland 1sts, 106; do. 2ds, 114; do. 4ths, 112 and 113; Baltimore City Passenger 5s, 106¼; Maryland Telephone 5s, 85; City of Meridian Sewer 6s, 115; East St. Louis City Water 5s, 102¾; Georgia, Carolina & Northern 5s, 112½; Seaboard & Roanoke 5s, 113¾; Charleston & Western Carolina 5s, 114; Georgia & Alabama Consol. 5s, 111, 111¼ and 111½; United States 4s, 1907, Registered at 111; Nashville Railway common, from 3¼ to 3½; Carolina Central 4s, 98; Georgia Southern & Florida 5s, 116; Northern Central 6s, 1904, 105 and 105¼; Petersburg 5s, A, 118, and Baltimore City 3½s, 1930, at 110½.

## SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended December 3, 1902.

Railroad Stocks.	Par.	Bid.	Asked
Atlanta & Charlotte.....	100	97	100
Georgia Sou. & Fla. Pref.....	100	97	100
Georgia Sou. & Fla. 2d Pref.....	100	81	81
United Railways & Elec. Co.....	50	13	13½
Seaboard Railway Common.....	100	26¼	26¾
Seaboard Railway Preferred.....	100	44¾	45

Bank Stocks.	Par.	Bid.	Asked
Commercial & Far. Nat. Bank.....	100	135	135
Drovers & Mech. Nat. Bank.....	100	290	310
Farmers & Mer. Nat. Bank.....	40	70	70½
First National Bank.....	100	165	165
German Bank.....	100	107	107
Manufacturers' National Bk.....	100	100	105
Merchants' National Bank.....	100	135	135
National Bank of Baltimore.....	100	125	125
National Bank of Commerce.....	15	27	29
National Exchange Bank.....	100	135½	200
National Howard Bank.....	10	11½	11½
National Marine Bank.....	30	37	37
National Mechanics' Bank.....	10	31¾	33¾
National Union Bank of Md.....	100	117	117
Old Town Bank.....	10	12	12
Second National Bank.....	100	187½	187½
Third National Bank.....	100	132	132

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked
American Bonding & Trust.....	50	83	85
Central Real Estate & Trust.....	50	57	62
Colonial Trust.....	50	31	32
Continental Trust.....	100	218	218
Fidelity & Deposit.....	50	163	165
International Trust.....	100	149	149
Maryland Trust.....	100	210	210
Mercantile Trust & Deposit.....	50	165	167½
Union Trust.....	50	71	72
U. S. Fidelity & Guaranty.....	100	150	154

Miscellaneous Stocks.	Par.	Bid.	Asked
G. B. S. Brewing Co.....	100	12	13
United Elec. L. & P. Pref.....	50	39	39
Cotton Duck Voting Trust.....	100	8	8
Consolidated Coal.....	100	84	84
George's Creek Coal.....	100	116	116
Consolidated Gas.....	100	70	71½

Railroad Bonds.	Par.	Bid.	Asked
Atlanta & Charlotte 1st 7s, 1907.....	113	114½	114½
Columbia & Greenville 1st 6s, 1916.....	117½	120	120
Georgia, Car. & North. 1st 5s, 1929.....	112	112	112
Georgia Pacific 1st 6s, 1922.....	126½	126½	126½
Petersburg, Class A 5s, 1926.....	117	118	118
Raleigh & Augusta 1st 6s, 1926.....	125	125	125
Savannah, Fla. & West. 5s, 1934.....	115	115½	115½
Seaboard & Roanoke 5s, 1926.....	111	113½	113½
Southern Railway Co. 5s, 1904.....	118	118	118
Virginia Midland 1st 6s, 1906.....	106	106	106
Virginia Midland 2d 6s, 1911.....	114½	114½	114½
Virginia Midland 4th 3-4-5s, 1921.....	114	114	114
Virginia Midland 5th 5s, 1926.....	116½	116½	116½
Wilmington, Col. & Aug. 6s, 1910.....	112½	112½	112½
Wilmington & Wel. Gold 5s, 1925.....	122	122	122
Charleston City Railway 5s, 1923.....	106	107½	107½
Charleston Co. Electric 5s, 1909.....	92	92	92
Knoxville Traction 1st 5s, 1928.....	102½	102½	102½
Newport News & Old Pt. 5s, 1908.....	108½	108½	108½
Norfolk Street Railway 5s, 1944.....	112	112	112
United Railways 1st 4s, 1919.....	94¾	95	95
United Railways Inc. 4s, 1919.....	66	69¼	69¼
Seaboard 4s.....	83¾	84	84
Seaboard 10-year 5s.....	101¼	101½	101½
Georgia & Alabama Con. 5s.....	111	111	111
Char. & West. Car. 5s.....	114	114	114

Miscellaneous Bonds.	Par.	Bid.	Asked
Mt. V. & Woodby Cot. Duck 5s.....	78	78	78
Mt. V. & Woodby Cot. Duck Inc.....	37	39	39
G. B. & S. Brewing 1st 4s.....	49¾	50	50
G. B. & S. Brewing 2d 4s.....	35	37	37
United Elec. Light & Power 4½s.....	84¾	85½	85½
Consolidated Gas 6s, 1910.....	113	113	113
Consolidated Gas 5s, 1930.....	114	115	115

## Has a Broad Charter.

A dispatch from Dallas, Texas, says that the Western Bank & Trust Co. of Dallas has been organized, and will shortly absorb the Dallas Loan & Trust Co. and the City Bank of Sherman.

Henry D. Lindsley, president of the Loan & Trust Company, is quoted as giving the following information concerning the new institution: "It will operate under the charter of the City Bank of Sherman, which has still twenty-one years to run. It is extremely liberal, permitting, among other things, the establishment and maintenance of branch banks, and accordingly the new bank will absorb the business of the Waxahachie Loan & Trust Co. of Waxahachie, the Mexia Loan & Trust Co. of Mexia, the Hillsboro Loan & Trust Co. of Hillsboro, as well as the banking business of Fleming & Templeton in Corsicana. It is also planned to establish soon branches all over the black land belt of Texas, probably at McKinney, Sherman, Cleburne, Terrell and other points. The charter was secured by purchasing control of the City Bank of Sherman, all but a small amount of its stock of \$170,000 being secured.

The Western Bank & Trust Co. will have \$500,000 capital. Fred Fleming of Corsicana has been elected president; Allison Templeton of Corsicana, vice-president; Henry D. Lindsley, cashier, and W. C. Witwer, assistant cashier. The offices of the Dallas Loan & Trust Co. are to be used.

## Banks in North Carolina.

Since 1899, when the corporation commission took charge of such institutions, there was sixty-five banks in North Carolina outside of national banks, but now there are eighty-two State banks, twenty-one private banks and fifteen savings banks, or a total of 118. The capital stock in 1899 was \$2,307,297, and the deposits were \$7,478,912. This, in three years, has increased to a capital stock in 1902 of \$3,513,564 and deposits of \$14,040,775.

There are also thirty-eight national banks in the State, with a capital of \$3,280,000, and deposits to the amount of \$9,744,270, and it will therefore be seen that the capital and deposits of the State institutions exceed those of the national banks. The combined deposits of all banks in the State amount to \$23,791,045, with a capital of \$6,793,564.

The corporation commission makes at least five calls a year for statements as to the condition of the banks, and in addition to this a special annual examination is made of each bank. The reports are kept on file at the office of the commission after being tabulated.

## Texas' Wealth.

The assessed valuation of property in Texas is \$1,017,751,732—an increase over last year of more than \$35,000,000. The report of State Comptroller R. M. Love shows that, with a balance to the credit of the general revenue account of \$1,173,370 at the beginning of the year, the total receipts have been \$3,148,468 and the disbursements \$3,187,382, leaving a balance of \$1,134,455. The permanent school-fund account shows bonds on hand of \$1,061,651 and a cash balance of \$293,596, subject to investment. The comptroller notes that there has been a steady growth and prosperity of the various industrial enterprises of the State.

## Bristol's Water Loan.

Seasongood & Mayer of Cincinnati bid \$26,375 and interest for the \$25,000 of water-works bonds issued by the city of Bristol, Va. The other bidders were: Lawrence, Barnum & Co., New York, \$25,512.50 and interest; S. A. Keen, Chicago, \$25,000 and interest; Harry E. Weil & Co., Cincinnati, Ohio, \$25,282.50 and interest; Dominion National Bank of Bristol, agent, \$25,285; New First National Bank, Columbus, Ohio, \$25,500; P. S. Briggs & Co., Cincinnati, Ohio, \$25,505 and interest. J. M. Holmes, Chicago, made a bid of \$26,400, not accompanied by a certified check, as required, and it was not accepted by the committee.

## First National of Baltimore.

The statement of condition of the First National Bank of Baltimore at the close of business November 25 shows loans and discounts of \$3,373,285.65; total deposits of all kinds \$4,139,769.81, including individual deposits of \$1,870,285.92; lawful money reserve \$448,100, including \$403,100 in specie. The capital is \$1,000,000, and the surplus and undivided profits \$404,108.84. The bank is a depository of the United States, of the State of Maryland, and also of the city of Baltimore. J. D. Ferguson is president; Theodore Hooper, vice-president; H. B. Wilcox, cashier, and Wm. S. Hammond, assistant cashier.

## Birmingham Trust Company.

The Birmingham Trust & Savings Co.'s statement at the close of business November 25 shows loans and discounts of \$1,988,705.43, the total resources being \$3,190,982.88. Total deposits were \$2,527,920.94, including individual deposits of \$2,248,869.38. Deposits show a steady

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increase. On September 5, 1900, they were \$1,456,827.56, and have since gained over \$1,000,000. Arthur W. Smith is president; Tom O. Smith, cashier, and W. H. Mauly, secretary and assistant cashier, of the company.

## Birmingham First National.

The statement of the First National Bank of Birmingham, Ala., at the close of business November 25 shows loans and discounts, \$2,882,480.30; cash, \$1,571,195.05; deposits, \$3,930,336.26, of which \$3,441,773.46 are individual deposits. The capital of the bank is \$300,000, and it also has a surplus and profits of \$334,166.63. The officers are W. P. G. Harding, president; J. H. Woodward and J. B. Barr, vice-presidents; W. W. Crawford, cashier; A. R. Forsyth, assistant cashier.

[For Additional Financial News, See Pages 38 and 39.]



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